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WRITTEN STATEMENTS SUBMITTED

FOR JULY 15, 1976, PUBLIC HEARING

on

(A) Transit/Railroad Capital Grant Application

(B) Highway Location and Design

(C) Environmental Impact Analysis

for the

Construction Of The Southwest Corridor

Project From South Cove To Forest Hills

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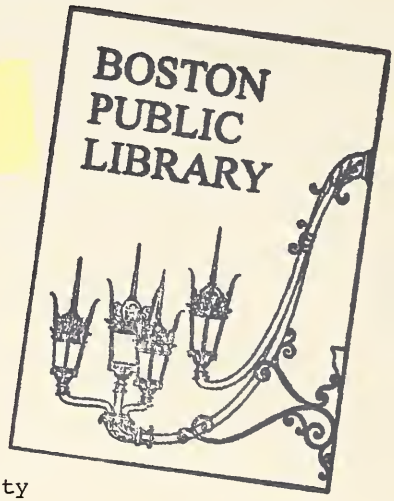

AUGUST 1976

Massachusetts Bay
Transportation Authority

Massachusetts Department
of Public Works

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AUGUST 1976

Massachusetts Bay
Transportation Authority

Massachusetts Department
of Public Works

Written Statements

Name	Area
Alexander, James	South End
Amalfitano, James	Roxbury
Anagnos, Theodore	Jamaica Plain
Arthur, Dwight	Needham
Atherton, Frances	Jamaica Plain
Averi, Edward	Walpole
Bailey, Rev. Dennis C.	Jamaica Plain
Bassett, John	Brookline
Benson, June	Roslindale
Bishop, Elbert	Roxbury
Blake, Donald	Jamaica Plain
Bond, Louis	Roxbury
Bowers, Thomas Jr.	West Roxbury
Brabam, Harold	Roxbury
Bradley, Madeline	Jamaica Plain
Bragg, Kenneth B.	Jamaica Plain
Bresnahan, Rev. Paul	Hyde Park
Brooke, Senator Edward	Regional
Bryant, Rev. Bradford	South End
Buchwald, Albert	Jamaica Plain
Burns, Caroline & John	Jamaica Plain
Capizzo, G.A.	Jamaica Plain
Case, John M.	Wellesley
Casey, Grace	Jamaica Plain
Casey, Richard	Jamaica Plain
Chaffee, Janet	Roxbury
Cheesborough, Wilfred	Norwood
Clemenzi, John	Hamilton
Cloherty, Charles E.	Jamaica Plain
Colbert, R. Britton	Milton
Cooper, Ila	West Roxbury
Conroy, Catherine	Roslindale
Corrigan, Rev. Thomas	Regional
Cox, Russell	Norwood
Craven, Representative	Jamaica Plain
Craven, John	Jamaica Plain
Croty, Edward	Jamaica Plain
Culbreath, Elizabeth	Roxbury
Danovitch, Representative Alan	Walpole
Delaney, Lee	Jamaica Plain
Denbow, Lawrence	Boston
Dickinson, Robert	West Roxbury
Dineen, Joseph	Westwood
Doogan, James	Walpole
Doogan, Ruth	Walpole
Downey, Leo X.	Boston

Name	Area
Doyle, Joseph	Jamaica Plain
Driscoll, Kathleen	Worcester
Dubinsky, Jan	Jamaica Plain
Duhms, Linda	Billerica
Dunham, Stephen	South End
Emse, Felix	Mansfield
Fandel, Rose	Jamaica Plain
Fenton, Chester	Jamaica Plain
Findlen, Robert	Dedham
Foley, Charles	Needham
Foley, Mary	Norwood
Fortune, Walter	Roxbury
Fox, Jean	Needham
Frasso, Theresa	Jamaica Plain
Frazier, Clark	South End
Gallaher, James	Regional
Gately, Irene	Jamaica Plain
Giandomenico, Richard	Jamaica Plain
Gill, Frances	Jamaica Plain
Gilmore, Marvin	Regional
Giunta, George	Needham
Godino, Robert	West Roxbury
Goodrich, John	South End
Griffin, Paul M.	Regional
Hammer, Arthur	Roslindale
Hanley, Henry	Pawtucket, RI
Hanley, Matthew & Elaine	Jamaica Plain
Hanson, Erling	Jamaica Plain
Harris, Leslie	Roxbury
Hayes, Michael	Jamaica Plain
Heerde, Charlotte	Jamaica Plain
Hersey, Henry	Needham
Hill, Geary	Jamaica Plain
Hines, Margery	Dedham
Holcombe, Waldo	Milton
Hourihan, William	Jamaica Plain
Howze, Alpha L.	Roxbury
Hughes, Thomas	Jamaica Plain
Hunkel, Janet	South End
Jackson, Herb	Roxbury
Jones, Hugh	Regional
Jones, Patrick	Dorchester
Joyce, Joseph	Jamaica Plain

Name	Area
Kahn, Charlotte	Roxbury
Kane, Margaret	Roslindale
Kane, William	Regional
Karg, William	South End
Kendrigan, G.M.	Regional
Kenney, Robert	Regional
Kiely, Eugene F.	Jamaica Plain
Killeen, Francis	Jamaica Plain
Killeen, Francis & Winnefred	Jamaica Plain
Kimball, Dierdra	Jamaica Plain
Kreismanis, Terge	Jamaica Plain
Kunz, Eben	South End
Kuttner, William	Roxbury
Langer, Alexander	Jamaica Plain
Langer, Rose	Jamaica Plain
Lanier, Elizabeth	Jamaica Plain
Larkin, Mary	Jamaica Plain
Leary, Richard	Needham
LeClair, John	Jamaica Plain
Lemarick, Beth	Needham
Lester, Steve	Jamaica Plain
Lewis, David	Boston
Lieprins, Baiba	Jamaica Plain
Lieprins, K.	Jamaica Plain
Lieprins, R.	Jamaica Plain
Lovinger, Robert	Boston
Lowell, Ralph	Needham
MacInnis, Alec & Rita	Jamaica Plain
Marr, Daniel	South Boston
Martin, Lorraine	Jamaica Plain
Mathis, Robert	Holbrook
McLeod, Bruce	Needham
McMillan, Thomas R.	Sharon
McNally, Gerald	Somerset
Metten, William	Jamaica Plain
Meyer, Herbert M.	Regional
Minich, Joanne	Wellesley
Mitchell, Beverly	Roxbury
Mittell, David A. Jr.	Jamaica Plain
Moore, Blanche	Roslindale
Morgan, Gertrude	Jamaica Plain
Morrissey, Kermit	Boston
Morse, David	Jamaica Plain
Mulvey, Philip F.	Needham
Murphy, Edward	Newton

Name	Area
Nelson, Constance	Jamaica Plain
Nelson, Robert	Boston
O'Laughlin, Francis	Westwood
Oliver, Charles	Needham
Orange, Winnefred	Jamaica Plain
Oshima, William	Boston
Peacock, Eleanor	Jamaica Plain
Perkins, Frances	Jamaica Plain
Pierce, Richard	Roxbury
Pino, John	Jamaica Plain
Puleo, Stefana	Jamaica Plain
Quigley, Helen	Jamaica Plain
Raghavan, Chitra	Newtonville
Redd, Edward	Roxbury
Reilly, Frank	Roxbury
Reynolds, Loretta	Needham
Riley, John	Jamaica Plain
Riley, Mary	Jamaica Plain
Robash, Karl	Roslindale
Robinson, Katherine	
Rosenbaum, Femke	Jamaica Plain
Ruddock, Robert	Regional
Ryan, Thomas	South Boston
Ryder, Kenneth	Boston
Saltonstall, Leverett	Needham
Saunders, Stephen	Roslindale
Silverman, Eleanore	Boston
Small, Mark L.	Sharon
Small, Thomas L.	Dover
Smith, Dauna L.	Jamaica Plain
Smith, Nate	Jamaica Plain
Smith, Ralph	Roxbury
Solomon, Joel	Jamaica Plain
Staley, John	Newtonville
Straight, Commissioner Susan	Regional
Stukl, Gertrude	Hyde Park
Sturgis, Robert	Cambridge
Sullivan, John J.	Jamaica Plain
Tangney, Eileen	Roslindale
Tedeschi, Louis	Roxbury
Thibeault, William	Canton

Name	Area
Thomson, Vivienne	Jamaica Plain
Thompson, Samuel	Roxbury
Torrado, Miguel	Regional
Tichnor, Alan	Jamaica Plain
Tuohey, Michael	Jamaica Plain
Verrett, John	Sharon
Vitagliano, John	Regional
Walsh, John	West Roxbury
Watts, Mattie	Jamaica Plain
Wepsic, Karen	Jamaica Plain
Wheeler, Mary	Jamaica Plain
White, Mayor Kevin	Regional
White, Robert	Jamaica Plain
Wilson, Ronald	Jamaica Plain
Winbourne, Susan	Jamaica Plain
Zaitzesky, Whit	Jamaica Plain
Petition (8 signatures)	Jamaica Plain
Petition (37 signatures)	Jamaica Plain
Petition (54 signatures)	
Petition (50 signatures)	
Petition (1500 signatures)	Jamaica Plain
Petition (465 signatures)	Stone & Webster
Petition (2400 signatures)	rail passengers
Petition (800 signatures)	West Roxbury, Roslindale

SOUTH END HISTORICAL SOCIETY, INC.
532 MASSACHUSETTS AVENUE, BOSTON, MASSACHUSETTS 02118

RECEIVED
JUN 24 19[illegible]
OFFICE OF THE SECRETARY OF
TRANS. & CONST.

June 22, 1976

Mr. Frederick P. Salvucci, Secretary
Executive Office of Transportation and Construction
One Ashburton Place 16th Floor
Boston, Massachusetts 02108

Dear Secretary Salvucci:

The South End Historical Society supports the application of the MBTA for a federal capital improvement grant of $313,418,498 for new rail facilities in the Southwest Corridor. The South End represents the largest remaining planned Victorian community in this country and as such has been recognized as a National Register District. We assume that the project will be reviewed by the Massachusetts Historic Preservation Office, Elizabeth Amadon, although this is not mentioned in the preliminary impact statement. It is therefore critical that items of the proposed project be designed to be compatible in scale with the surrounding brick residences dating from the mid-1800's. To achieve this goal we recommend that the process of neighborhood involvement as initiated in the preliminary planning stages continue throughout the development of the project.

As the "Local Historical Society" for the South End, we offer the following comments and support on specific aspects of the design as proposed to date:

A. South Cove Portal to Back Bay Station

1) We support the selection of Proposal SC-2 for a tunnel in this area, both to prevent demolition of existing housing on Cazenove and St. Charles Streets and also to limit the width of on-grade track which will further separate the South End from downtown Boston.

2) We support the use of appropriate and compatible landscaping, screening and track covering in this unique small scale residential zone.

B. Back Bay Station

1) The South End Historical Society requests that one of its members be on the designer selection committee for this key element in the proposed system, whether for rehabilitation or new construction. A suggestion of this type was made by the Boston Transportation Planning Review at a presentation to the South End Historical Board of Directors.

2) If a new station is required at Back Bay, we would recommend incorporating the existing iron and glass canopy along the south side of the structure into the new design.

C. Back Bay Station to Massachusetts Avenue

1) We basically support the goals and recommendations of the South End/ St. Botolph Street Task Force. In particular we feel that a cover (scaled to surrounding buildings) to alleviate the visual and noise intrusion of the new service is necessary. Rebuilding and redesign of Claremont and Carleton Streets with appropriate brick walls, iron fence and landscaping, on both sides of the right of way, is necessary to provide minimum intrusion into this National Register District.

2) We recommend that the structure on the East side of Massachusetts Avenue next to the tracks be retained as it provides continuity to the street in both scale and texture. The structure on the west side should, if possible, be utilized for the proposed station or at least the new station must continue the scale and massing of the adjacent structures.

We have assumed, as outlined in the preliminary impact statement report, that all measures possible, i.e. new welded track and roadbed, etc., will be taken to solve sound, drainage and other environmental impact problems.

One important item, not covered in this report, is the disposition of the existing copper clad stations on the Orange line at Dover and Northampton Streets. We recommend that they be incorporated into the new stations or pedestrian overpasses.

We look forward to the success of this most significant project which we feel will further revitalize and enhance the South End neighborhood, while preserving its historic character.

Very truly yours,

SOUTH END HISTORICAL SOCIETY, INC.

James G. Alexander, President

a/s

cc: Tony Pangaro,
Boston Central Transportation Planning Systems

Board of Directors,
Massachusetts Bay Transportation Authority

THE THIRD NAIL inc.

THIRD NAIL POSITION STATEMENT FOR THE SOUTHWEST CORRIDOR PROJECT

Mr. Robert Kiley, Chairman
Massachusetts Bay Transportation Authority
45 High Street
Boston, Massachusetts

Dear Mr. Kiley:

My name is James Amalfitano. I am the Director of The Third Nail, Inc. a non-profit community drug rehabilitation center located at 1170 Columbus Avenue, Roxbury Crossing.

For the past five years The Third Nail, Inc. has occupied the large brick building at Roxbury Crossing which was formerly the historic District 10 Police Station. Constructed in the early 1870s, this building has been an area landmark for over a century. In 1970 as part of the effort to halt the then South West Expressway, the community fought to preserve important remaining buildings located within the corridor which were part of the neighborhood in order to soften the impact of the clearance for the highway. The District 10 Police Station was one of these buildings, and through community efforts and the good will of the City of Boston and the State Department of Public Works, a growing, community based drug rehabilitation center, called The Third Nail, Inc., was allowed to temporarily occupy this valued building.

At a time before adaptive reuse and historic preservation was fashionable, the Third Nail successfully transformed this building through self-help into a home for their residential and out patient drug rehabilitation programs. It is this building and Parcel 24, which we have occupied for the past five years which is so crucial to our long range goals, and which we seek to save from unnecessary demolition under this project.

For the past five years we have been an active and viable community based alternative to incarceration for those young men and women who are seeking help in becoming free from drug and alcohol addictions.

We have developed many agency affiliations; worked closely with the Roxbury, Mission Hill, Jamaica Plain, South End, Columbia Point and Dorchester communities. We feel the services we provide are irreplaceable and the support which those communities give us vital.

At this time of unrest and increasing violence, drug and alcohol addictions are rapidly increasing throughout our communities. Programs like The Third Nail provide positive alternatives; structured activities, supervised residential settings, groups and individual counseling services to help develop constructive and self-sufficient life-styles.

Presently, we are funded for 32 residential and 50 out patient members by the National Institute on Drug Abuse and the Massachusetts Division of Drug Rehabilitation. We are licensed by the Department of Mental Health and we soon hope to become accredited by the Joint Commission on Accreditation of Hospitals and Drug Abuse Treatment and Rehabilitation Programs. Approximately 100 persons are directly dependent upon The Third Nail, Inc. for residentail quarters, rehabilitative services and jobs.

We have reviewed the various alternatives within the Environmental Impact Analysis and it is readily apparent that the existing Third Nail building can be preserved under the fully depressed scheme at Roxbury Crossing with minor adjustment to the proposed adjacent arterial street at that point.

We are concerned that the Environmental Impact Analysis neglected to evaluate the negative impact which destruction of The Third Nail building will have in the community. Neither the historic aspects of the building nor the environmental advantages of retaining a building which has been a part of the fabric of the community for so long were even addressed. The positive social and community impact which the program has provided to the community from this location was never addressed. Nor the problem which community service halfway houses such as The Third Nail have in attaining community acceptance and location which would have to be faced, if The Third Nail were forced to relocate. In the concentration of technological aspects of the E.I.A. many social, historical and human values have been casually bypassed.

While the fully depressed scheme can allow The Third Nail building to be saved with community benefit, it also allows for a cleaner transition for the proposed Tremont Street/New Dudley Street cross street and does not necessitate large scale earth moving and grade changes extending far into the community. We support limiting the Arterial Street through Roxbury to four moving lanes.

From our review of the E.I.A. it is apparent that the modified depression will cause far greater adverse impact on the community in the Roxbury Crossing area and elsewhere. Specifically at Roxbury Crossing we see the following strongly negative impacts:

1. necessity of raising existing ground levels 12 to 18 feet in order to accommodate a Tremont Street/New Dudley Cross Street causing considerable disruption of existing topography, neighborhood scale, existing streets and utilities;

2. requires the creation of numerous detrimental retaining walls extending far back into the Mission Hill and Roxbury communities and necessitating additional land takings;

3. destroy the ground floor of buildings in the Mission Hill (and Bromley Heath) housing projects by burying the first 12 to 14 feet of the existing buildings creating additional structural, psychological and economic problems to an already fragile situation;

4. raising the existing grade on the Roxbury side will also eliminate the natural elevational buffer and separation which exists between the existing residential neighborhood along Centre Street, Anita Terrace, Elmwood Place and the new development parcels tentatively designated for a new Roxbury Community College. The issue of adjacency of the existing residential neighborhood to the proposed college or other large scale development on these parcesl will be critical;

5. noise and visual pollution will be far easier to solve under a fully depressed scheme.

We are confident that a modified depression compared to a fully depressed scheme will extend negative impacts from this project into the community.

We would like to stress that saving the valued building such as the existing Roxbury Crossing District 10 building for the community is not without precedence in the Boston area. Many of the City of Boston's former historic public facilities have been preserved and given to community reuse. To give a few examples we cite the former Joy Street Police Station on Beacon Hill now that community's neighborhood center, the District 16 Police Station in the Back Bay now a part of the Institute of Contemporary Art, the Old City Hall, and many buildings in Roxbury presently being put to adaptive reuse. It is important to a neighborhood's sense of time and place to retain buildings from the past wherever possible.

As part of our effort to save this building and our home we have also initiated meetings with the Roxbury Community College to pursue areas where our programs could mesh with their educational programs. We feel that a positive plan can be developed which will save the buildings, save our program and still allow for a new community college.

In this statement for the public hearing we have concentrated our comments as they affect us and Roxbury Crossing. Elsewhere, as a member of the South West Corridor Land Development Coalition (SWCC) we strongly support the position of that organization as spokesmen for the various community groups along the corridor. We strongly endorse the fine work and conscientious effort of the S.W.C.C. staff to insure community participation and protect neighborhood interests. They have been of valuable assistance to us.

Traditionally, it is difficult for a drug rehabilitation program to be introduced and become accepted within neighborhoods. At Roxbury Crossing we have become a part of the community, developed roots and contributed to the well being of the community. If our Third Nail home is demolished unnecessarily by the Southweat Corridor Orange Line relocation, we seriously doubt if our program can survive.

Respectfully submitted,

JAMES V. AMALFITANO
Project Director

CC: Elbert Bishop
Chia-Ming Sze

Theodore Anagnos

Gentlemen,

As homeowners and residents of Jamaica Plain for 25 years, my husband and I feel that we should have some voice as to whether or not the plans for the proposed arterial street - from Jackson Sq. to Forest Hills - should be implemented.

We definitely think this street will benefit Jamaica Plain. Surveys have showed that an incredible amount of traffic now travels through Jamaicaway, Amory, Center, and Washington Sts. The building of the arterial street would lessen the amount of cars that now travel these streets. This of course would cut down on congestion and also make it much safer for children & pedestrians to cross these streets.

"In fill housing" is not the answer for the land on the South West Corridor. In our estimation that is a glorified name for "housing projects." This we do not need or want in Jamaica Plain. Many homes were torn down for the purpose of building I-95

Many people were uprooted from Jamaica Plain to live elsewhere for 1-95. As we cant have 1-95- build the arterial street.

Sincerely yours
Mr & Mrs Theodore Anagnos
114 Sheridan St
Jamaica Plain Mass

I will unfortunately not be able to attend the hearing. I am a commuter on the Needham line. I find the train to be an excellant solution to my transportation needs; and I oppose any elimination or reduction of service.

If service must be temporarily suspended, I would take the bus if it runs frequently enough. There are trains per day between Needham Center and Back Bay ranging from 6:45 AM to late at night. During a six month period, I take almost every train at least once. If the bus service between Needham Center and Back Bay is not as frequent, I will end up driving and adding that much more exhaust to Boston's air.

I firmly believe that if the train service is ever suspended, it will never be reinstated. It seems clear that at lowst some representatives of the MBTA intend to extend the Orange line to Needham. I will certainly not take the Orange line to work, both because of the extra time it would take, and because I would be afraid for my safety. If the orange line is the only way to get from Needham to Boston, I will drive instead, and I will look for work outside of Boston.

Dwight Arthur
11 Brentwood Circle
Needham

Jamaica Plain Neighborhood House
276 Amory Street Jamaica Plain, Massachusetts 02130, JA4-3630

On May 12, 1976, the Board of the Jamaica Plain Neighborhood House voted to accept the following statement regarding the Southwest Corridor Transportation project.

The Jamaica Plain Neighborhood House incorporated in 1906 has a long tradition of providing responsive and comprehensive services to the changing population of Jamaica Plain. Taking its place in the network of settlement houses founded at the turn of the century, the Neighborhood House continues to serve an economically and culturally diverse population of well over 1200 clients. We provide a range of children's programs for all ages which include recre recreation, summercamps, arts programs, and daycare for both preschool and school age children.

At present we oversee the operation of two buildings both located along the Corridor in South Central Jamaica Plain. The Neighborhood House at 276 Amory Street has received a community development grant which will renovate and restore this facility. The Amory Community

THIS AGENCY IS SUPPORTED BY
United Way
OF EASTERN MASSACHUSETTS

Jamaica Plain Neighborhood House
276 Amory Street Jamaica Plain, Massachusetts 02130, JA4-3630

Center at 121 Amory Street is located next to the railroad near Jackson Sq. newly rehabbed by the Boston Housing Authority is licensed for daycare by the state. The large yard which surrounds the building is the only green outdoor playspace between Franklin Park and Lamartine Street.
We are concerned with every aspect of this project as it affects the future of our agency and the hundreds of clients we serve. Currentl 90% of our school age children walk to our buildings. Located along Amory Street we attract children from Center Street out as far as Forest Hills. By crossing many neighborhoods we acheive naturally a racial and economic balance of children. We are concerned that this corridor could affectively create a barrier too difficult and dangerous for children to cross. We are concerned for the safty of our children. We are concerned for the quality and integrety of our neighborhood.
We have studied carefully the environmental impact statement as the quality of our physical environment will be affected. We are particularily concerned with our daycare programs and the negatime effect of constant noise on young children..

THIS AGENCY IS SUPPORTED BY
United Way
OF EASTERN MASSACHUSETTS

Jamaica Plain Neighborhood House
276 Amory Street Jamaica Plain, Massachusetts 02130, JA4-3630

Our Daycare center is set back from Amory Street and presently is an ideal setting for children, quiet and light. We forsee the possibility of our facilities dominated by high noise and pollution levels.

As a result, The Jamaica Plain Neighborhood House takes a position against the construction of the Arterial Road from Jackson Sq to Forest Hills. We believe that this road would not serve our community and would adversly affect the future and goals of this agency, ~~in our community~~. We strongly support the relocation of the Orange Line Rapid Transit. Regarding the design of the Depression we believe that this train system could be built so as not to cause the same negative results discussed here and that in order to be acceptable to our community it must not create a dangerous physical barrier, It must retain the intrgrety of the neighborhood and it must keep all noise and pollution levels low. We believe this would best be achieved with a full depression. If some compremise is necessary, the community must be involved in those desisions which will affect our lives.

The Jamaica Plain Neighborhood House will continue to work for a future for Jamaica Plain as a model of community

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United Way
OF EASTERN MASSACHUSETTS

Jamaica Plain Neighborhood House
276 Amory Street Jamaica Plain, Massachusetts 02130, JA4-3630

development. integration, and most important quality urban living which ~~with~~ includes a transit system sensitivly designed to inhance these qualities.

submitted by Frances Atherton
staff; J.P. Neighborhood House

THIS AGENCY IS SUPPORTED BY
United Way
OF EASTERN MASSACHUSETTS

THE TOWN OF WALPOLE

Commonwealth of Massachusetts

BOARD OF SELECTMEN

EDWARD F. AVERI, Chairman
FRANK A. FARINACCI, Clerk
ROBERT W. FOSTER
THOMAS H. McCORMACK
JOHN F. CAMPBELL

TOWN HALL
Walpole, Massachusetts 02081
(617) 668-0658

June 16, 1976

RECEIVED
JUN 18 1976
OFFICE OF THE SECRETARY OF
TRANS. & CONST.

Mr. Frederick P. Salvucci
Secretary of Transportation
The Commonwealth of Massachusetts
Executive Office of Transportation & Construction
One Ashburton Place
Boston, Massachusetts 02108

Dear Sir

As the public hearing on the Southwest Corridor approaches, it again becomes necessary for this Board to go on record against the proposals as presently configured.

The Town of Walpole is against the demolition of the present four-track railroad mainline embankment between Back Bay and Hyde Park for the following reasons:

1. It serves no transportation benefit. There will be no significant improvement in transportation service to present or future riders when the project is completed. In the case of the railroad riders, there will actually be regression since the present four tracks will be replaced by two rapid transit and three railroad tracks. This is a step backward for Amtrak and commuter rail regardless of the proposed upgrading of the Midland route which does not travel via Back Bay.

2. Service to Back Bay station will be interrupted for the duration of the project (estimated at at least four years.) Almost 50% of commuter rail riders use Back Bay. It is not inconceivable that a large number of these riders would seek more acceptable alternatives (i.e. auto) rather than put up with "temporary" solutions.

3. Commuter rail to Needham would be discontinued temporarily, if not permanently. Loss of Needham patronage, plus loss of those Back Bay riders switching to other modes would put the future of the remaining commuter rail service on Con Rail Boston area in jeopardy. Rail service is a volume business. Any serious loss in this volume would increase costs to the point where the remaining patronage would not support this alternative to the automobile.

4. The new Orange Line as proposed along the railroad grade would be further removed from the communities which it presently serves in Jamaica Plain and Roxbury. What economic and transportation sense is it to build two similar modes in the same corridor to compete with each other? The problems with the Haymarket-North Orange Line extension competing with the Boston & Maine's Reading Branch is a case in point.

5. We feel far more effective use could be made of the $391 million earmarked for this project by improving and upgrading the existing embankment and by relocating the orange line to a route more closely following its present alignment.

We feel a sense of urgency on this proposal since the present commuter rail lines are being allowed to deteriorate still further in spite of official pronouncements of major upgrading and investment.

In our opinion, far more transportation benefit will result in investing the requested funds into existing commuter rail and a more centrally located orange line.

Yours truly

E. F. Averi

Edward F. Averi, Chairman
Walpole Board of Selectmen

cc: Senator Kennedy
Senator Brooke
Representative Moakley
Secretary Coleman
Mr. Stowell
Senator Timilty
Representative Danovitch
Mr. Kiley
Mr. Gunn
Boards of Selectmen: Norwood
Sharon
Canton
Needham

Central Congregational Church

(United Church of Christ)

85 SEAVERNS AVENUE, JAMAICA PLAIN (BOSTON), MASSACHUSETTS 02130

TEL. (617) 524-3343

Minister

REV. DENNIS BAILEY

3 REVERE ST., JAMAICA PLAIN

(BOSTON), MASSACHUSETTS 02130

TEL. (617) 524-4811

June 7, 1976

Dear Hearing Committee on the Proposed Arterial Road for Jamaica Plain:

On Sunday, June 6, 1976, 11 a.m., Central Congregational Church held a congregational meeting to discuss the proposal for an Arterial Road through Jamaica Plain from Forest Hills to Jackson Square through the Interstate 95 corridor.

After a lengthy discussion of the pros and cons of such a road for the community and the church it was unanimously resolved and voted that:

1. because the traffic generated by such a road is projected to increase on the perpendicular streets and roads to the arterial road, especially around our church community, making it more hazardous for children and pedestrians around Green St., Seaverns Ave., and Elm Street,

2. because such a road would generate more traffic in the overall community there would be more air and noise pollution than we care to imagine,

3. because such a road in the southwest corridor would serve as a greater barrier to help divide and separate parts of the Jamaica Plain community instead of uniting it,

4. because we feel the emphasis should be placed on the establishment and improvement of a much more needed rapid mass transit system that would much better serve the needs of the residents of the Jamaica Plain community and that the building of a road beside or near any rapid transit system would only serve to detract from the use of the transit system,

5. and because such a road does not seem to be in the best interests of the need, the beauty, the use, and the residents who would live near and around such a road in Jamaica Plain,

we at Central Congregational Church, 85 Seaverns Ave., Jamaica Plain, Massachusetts are opposed to any arterial road and/or expressway through this area called the Southwest Corridor, and that furthermore, we at Central Congregational Church are unanimously in favor of a better rapid transit system, and especially in favor of the proposed rapid transit line for the corridor being fully depressed and not merely semi-depressed.

Respectfully submitted for the membership of Central Congregational Church, 85 Seaverns Ave., Jamaica Plain, Mass.,

Rev. Dennis C. Bailey, Minister

Rev. Dennis C. Bailey

John Bassett
26 Searle Ave
Brookline, MA

I oppose any new arterial street that would connect Hyde Park Ave and Washington St. to Columbus Ave.

I am a carpenter, Local Union #40 (AFLCIO) and disagree with self appointed sopkesmen for the building trades who say we must build the street so there will be jobs. Noboby has ever asked the rank and file whether they want a street through Jamaica Plain - and nobody should. True, many of us need work. So lets get started with the rail corridor right away and then we'll have jobs. If our union officials came to tell us that we should all work to convince the state to build the arterial street most of us would just laugh at them - as we have often before.

Finally, about the so-called "modified depression". In 1969 I think D.P.W. hired the architects collaborative to study joint development over a combined I-95 and rail corridor and the possibility of a modified -5 foot to 10 foot below grade - depression. Many of us from the neighborhood went several times to the architects offices in Cambridge - because we were very angry at the modified depression. We saw it as an extra barrier and of course did not like what it did to the cross streets. I am sure that the reaction to the modified depression will be now as it was then - strongly against. If the governments can agree to depress fully 12 lands of highway plus the rail corridor, then they can actually fully depress the rail corridor only.

John Bassett
(former resident, present house owner, work in Jamaica Plain)

Against any new arterial street that would go through from Forest Hills to new Columbus Ave.

Benson

CUMMINGS – POPLAR – SEYMOUR
CIVIC ASSOCIATION

7 SEYMOUR STREET

ROSLINDALE, MASSACHUSETTS 02131

JUNE BENSON, PRESIDENT

June 16, 1976

Mr. Anthony Pangaro
500 Arborway
Jamaica Plain Ma 02130

Dear Mr. Pangaro:

The members of the Cummins-Poplar-Seymour Civic Association wish to record themselves as unanimously in favor of the plan to build a four-lane arterial street together with a new OrangeLine and Penn Central railroad to Forest Hills.

Such a project would be an important asset to the Roslindale community, allowing Roslindale commuters, who must presently utilize badly overcrowded streets such as Washington Street, or the Jamaicaway, fast access in and out of Boston.

It is also the opinion of our organization, that the new Orange Line with stations in the Back Bay and near Huntington Ave. will provide better service than the existing elevated. We strongly endorse these plans as a source of benefit to the people of Roslindale.

Sincerely,

June Benson

June Benson
President, Cummins-
Poplar-Seymour Civic
Association

To: July 19, 1976

Urban Mass Transportation Authority

Re:

Additional statement to be entered into the record, in connection with the Southwes. Corridor Project Hearing held on July 15,1976 at State Diagnostic Lab in Jamaica Plain, Boston.

I would like to offer to the officials of UMTA who will read the testimony of the public hearing held regarding the Southwest Corridor Project, for their consideration, the following:
In the recently published book " Hostage to the Devil " by Malachi Martin, pages 249 to 320 contain the based- on - fact story of a young man, his own personal crisis and the sad demise of both his parents in the city of New York. At the bottom of page 269 the last parragraph begins and ends three lines into page 270.
That parragraph reads :

" The old el had been torn down; and they were starting the 6th Avenue subway. Jamsie stood for a long time watching the workmen. A flood of resentment took hold of him. They were spending $65 million on that subway, he had read in the newspaper. But his own father was dead, his mother was an aging prostitute, and he had been helpless to change any of that. It all made no sense."

I was not aware of this parragraph when I made my presentation at that public hearing. I thought it was ironic and yet felt it was still another voice echoing what I had said in my " Case Against the Southwest Corridor Project."

Respectfully submitted,

William P. Bernazzani

William P. Bernazzani
6 Kent Road
Needham, Mass. 02192

II-17

A Case Against
Massachusetts Bay Transportation Authority
Plan to Relocate the
Orange Line
a/k/a:
Southwest Corridor Project

By:
William P. Bernazzani et al

I am here not only to oppose the relocation of the ORANGE LINE, but moreover to raise questions in the public interest as a private citizen, about the propriety of the Southwest Corridor Project. Also to challenge the decision making abilities of the state and federal officials who are proposing such a project at a time when this state and especially this area are in the deepest of financial difficulties. I offer as proof of that statement, the track record of recent former state administrations both Democrat and Republican, who passed on debts to the next or incoming administrations to such a point as we find ourselves today, the victims of deficit spending.(see various news articles attached) But what is now so much more dangerous is that there are those who are seeking to pass debts on not only to the next administation but to the next generation.

The relocation of the ORANGE LINE and the development of the Southwest Corridor are not matters of the first priority. First we must work on and achieve a healthy state economy. But this cannot be accomplished when the federal government puts the people of Massachusetts in the extraordinary position of using our own money in a way not of our own choosing and not high in the state's list of priorities. There are a lot more pressing problems in Boston than building a $400 million sunken railway corridor.

This project is being pursued not because it is needed, but because there are federal funds available.

It is amazing to me that the decision for this project is not to be made bythe people or officials of Massachusetts, nor by the officials of the federal government. No, the decision will be made not by human beings, but by the inherent nature of the policy of federal funding. Let me offer an example of this.
Just recently in Massachusetts, Gov. Dukakis refused $51 million in federal highway funds for work which he considered unnecessary. Cries quickly rose from the news media and labor leaders against the Governor's stand. No one disagreed with the Governor that the work was unnecessary, but the reasoning was "the money is there, take it!" 24 hours later the Governor yielded to political pressure and accepted the $51 million for this phony work.
So here we have the chief executive of the state, who is admitedly in fiscal difficulty, but has the courage to refuse federal money for phony work

But again the inherent nature of this federal policy appealed to the wrong side of human nature. In this case "GREED" was the driver of the wagon.

But there is still another dangerous side to the problems of federal funding, and it is illustrated well by a statement made by Gov. Hugh Carey of New York on Dec. 7th 1975 when he appeared on "Meet the Press" Gov. Carey said, "Many of New York's financial problems arose from federal programs and grants that were made to the city and subsequently when the federal funds were cut off, the city and state had to pick up the bill for those programs.

The MBTA is a deficit ridden type of operation. If these federal funds help to expand the MBTA area of operation, the MBTA deficit will grow as it has every year. It is not necessary for the state government to justify the acceptance of federal money to the people of the state. But if those federal funds cause the state debt to increase, then that situation releases the members of the state legislature from one of their most important responsibilities. Simply stated that principle is:

THOSE WHO AUTHORIZE SPENDING, JUSTIFY THE LEVEL OF TAXATION NEEDED TO SUPPORT THAT SPENDING.

There are however, some specifics in the Southwest Corridor Project Papers with which I wish to disagree.

Money trouble... the city and the state

White expected to lay off 1000 in face of possible $33m deficit

By Gary McMillan
and David Rogers
Globe Staff

The White administration is seriously considering laying off at least 1000 Boston city employees this year, Deputy Mayor Edward Sullivan said yesterday.

Layoffs could begin within the next few weeks, according to Boston City Councilman James Michael Connolly.

The layoffs, along with other cuts in city services, would be one step toward reducing an anticipated $33 million deficit in the budget that ends June 30.

That information came from interviews with participants in two separate meetings held by Mayor Kevin H. White yesterday.

In the first, White briefed the nine-member City Council on the city's financial situation, leaving them with the impression that layoffs were coming but without giving them specific figures.

Immediately after that session, he met at the Parkman House with his top financial aides to discuss the budget in more detail.

It was Sullivan, who sat in on both meetings, who told reporters before leaving for the Parkman House: "We haven't got to those figures yet but a reduction by 1000 is likely and perhaps more."

The figure was not given to the council at its meeting with White but his emphasis, according to several councilmen, was on the necessity of doing something about the deficit before the next budget is prepared.

Said Connolly later: "He has to make the cuts. It's a deficit in this fiscal year, so he has to cut them this year."

"Late next week you'll see some action in the mayor's office," said Connolly, soon to be chairman of the council's Ways and Means Committee. "There'll be some layoffs then."

CITY, Page 6

State to defer some debt to '77 as welfare goes deeper in red

By Jonathan Fuerbringer
Globe Staff

The Dukakis administration has decided to defer payment of some of this year's growing budget deficit until next year — a budgetary practice Gov. Michael S. Dukakis has criticized in the past.

Human Services Secretary Jerald L. Stevens said last night that deferred payment would cover the portion of the state budget deficit — most of it in welfare — that cannot be covered by a combination of expected new revenue and further cuts in programs this year.

The deficit, Stevens said, "will not be pushed under the rug... We will pay in 1977 (the next fiscal year) to make sure we don't just postpone payment to future years."

Last week, Dukakis and Administration Secretary John R. Buckley said the projected deficit for the fiscal year ending next June 30 was between $80 million and $90 million. But already that figure appears to be growing.

Most of the deficit — $70 million to $80 million — is in medical assistance program for the poor. But pushing that figure higher are new projected deficits in accounts for Aid to Families with Dependent Children (AFDC), General Relief, and, as a surprise, some unpaid, old Medicaid bills. These last bills could total as much as $20 million — although last year's 450 million bond issue was supposed to wipe out all old bills. The total projected deficit could rise to $117 million.

Deferring payment of part of this deficit until next year is a way the administration could avoid some of the drastic program cuts that otherwise might be necessary to balance the budget this year.

But Stevens, saying, "I would prefer not to comment," would not say how much of the deficit would be carried over or whether some possible cuts — such as elimination of medical assistance for 90,000 working poor, or limitations on prescription drugs — could now be avoided.

DEFICIT, Page 6

State to defer some debt

★ DEFICIT
Continued from Page 1

"We will not use it (deferred payment) as a device not to look at programs closely," Stevens said.

The Legislature has ordered the elimination of the medical program for the working poor—persons who are employed but lack the means to pay medical bills—on Jan. 31 if there is a deficit in the Medicaid account.

The governor said last week he would have a decision on the future of the working poor medical program and a proposal to cover the deficit—including possible further cuts—to the Legislature by mid-January.

Dukakis said that the administration is expecting $30 million in extra revenue this fiscal year. Because the Federal government pays 50 percent of most welfare programs, this $30 million could be stretched to cover close to $60 million of the projected deficit. Without additional program cuts, this would leave more than $50 million to be paid next year.

Dukakis has long opposed secretly delaying payments of state bills from one year to the next as a device to balance one year's budget.

Last year, when he pushed for approval of a $450 million bond issue to balance the fiscal 1975 budget Dukakis said he didn't want to reduce the amount needed by carrying some of the that year's deficit into this fiscal year. He repeatedly said he wanted "to wipe the slate clean."

Stevens's comments confirmed what the administration indicated it might do in the prospectus issued for potential buyers of the $110 million Massachusetts Bay Transportation Authority (MBTA) short term note issue.

In discussing the state's current fiscal situation, Stevens said projected deficits now include:

— $9 million in AFDC, of which the state must pay half — the Federal government pays the rest. Stevens said two management programs were being implemented to cut the deficit, but he said he was not optimistic about eliminating it. He said the last possible major program cut in AFDC — elimination of the unemployed fathers program — was not under consideration at this time. AFDC covers about 110,000 families, granting an average assistance check of $305 a month plus medical coverage.

— $7 million in General Relief, for both assistance payments and medical coverage. This program covers mostly single people who are not eligible for AFDC. It is all state money, with no Federal reimbursement.

— A minimum of $5 million in unpaid, back Medicaid bills. The $5 million is what is on record now, but other sources say the figure could go as high as $20 million. The Federal government would pick up half the total.

Although Dukakis last year said the $450 million bond issue, in addition to balancing the budget would wipe out all bills from previous fiscal years, there are still millions outstanding because some of the bond money earmarked for back bills was used to finance this year's budget, reducing the size of the tax increase enacted.

—A $1.6 million deficiency in the Mental Health budget because the Legislature failed to appropriate money to cover patient wages which courts have ordered the state to pay.

Dukakis, Simon hold parley on state's bond crisis

Faced with serious money borrowing problems, Gov. Dukakis and top ranking administration officials made an unannounced trip to Washington yesterday to confer with Treasury Sec. William Simon about the municipal bond market investment crisis.

While the governor and his party were sitting down to talks with Simon, State Treasurer Robert Q. Crane was in New York City putting the final touches to the sale of $110 million in Massachusetts Bay Transportation Authority (MBTA) notes that fall due Friday.

Dukakis, Lt. Gov. Thomas P. O'Neill 3rd, Administration and Finance Sec. John R. Buckley and James N. Bailey, executive director of the newly formed Office of Debt Management left for Washington at 12:15 p.m.

On returning to Boston last night, Dukakis said, "Simon is very optimistic and in support of what's happening here (in Massachusetts).

"I don't see any danger of the state defaulting for we are on our feet and well on the way back," Dukakis said.

"We're now straightening out our short-term problems and it's Simon's view that we're well on the way back."

The governor said, "Until the New York situation resolves itself, Massachusetts will continue to have difficulties (in the bond market) but these difficulties will soon be easing in Massachusetts." Simon agrees with this view, he added.

Dukakis said state officials will have "to do more careful financial planning in the future. There has to be more attention paid to this problem (the state's borrowing power) than has been paid to it in the past.

"We must develop long range plans for borrowing money because we can't have these constant turnovers of short term notes," he said.

Dukakis said he did not ask the secretary for any federal assistance but did discuss with him two proposals which would aid the Massachusetts Housing Finance Agency.

One of these proposals would provide a partial federal guaranty of bonds issued by state housing finance agencies, Dukakis said.

Under the second proposal, some mortgages now held by state housing agencies would be taken over by a federally-sponsored mortgage bank.

The two plans were unveiled originally by William White, MHFA executive director, and Dukakis said Simon promised to "take a close look at them."

The MHFA has had difficulty turning over notes for its projects and recently paid more than 8.5 percent interest. White has said his agency will be out of business without some sort of federal assistance.

During the last 10 days, Crane held high level conferences with top government, business and banking experts to fully discuss both short and long range problems that face the state in the next six months.

Crane explained that there were problems in selling the MBTA notes but made it clear that he would not call it a crisis. Another $60 million in notes fall due in January followed by another huge note sale in late February or early March, he said.

Before Christmas Dukakis created an advisory debt management commission to assist the state in eliminating its reliance on short term borrowing and to restructure financing on a longer range to avoid financial crisis situations.

Shortly after Dukakis took office last January, the state's fiscal crisis began to unfold and resulted in unprecedented cutbacks in programs and services.

In mid-year a $450 million bond was floated to cover old operating debts and $110 million in new taxes were raised to pay off the loan in five years.

This was followed by a second round of new tax increases amounting to $364 million to finance and balance a $3,009 billion fiscal 1976 state budget.

Facing the legislature when it returns from a two-week vacation tomorrow is enactment of a $387 million transportation and highway bond bill. Dukakis said passage of the measure is extremely important because without it 18 branch rail freight lines will stop operating February 27.

In the first half of the new year, the state also faces the sale of between $200 and $300 million in housing notes.

Crane has said the state's financial health is good and making steady progress.

Buckley said that revenues are increasing and will bring in an extra $9 million that was not anticipated in fiscal 1976.

The biggest single problem currently facing the state is in the uncertainty of the municipal bond market.

Boston Globe Dec 30, 1975

Dec 30

Boston bolsters cash supply, borrows $20m as teacher payrolls come due

By David Rogers
Globe Staff

The White administration, faced with another round of teacher payrolls due tomorrow, has quietly borrowed $20 million to ease Boston's cash situation as the city copes with a Federal court order requiring it to absorb a major school deficit this year.

The money, which was raised by the sale of short-term bond anticipation notes, actually is more related to capital projects than to operating expenses. But its practical effect will be to leave enough cash on hand to meet the estimated $3.9 million needed for the payrolls.

Although no announcement has come out of the mayor's office, administration officials confirmed yesterday the sale was completed last Wednesday, and the city will pay 8.5 percent interest or approximately $586,800 during the life of the notes, which come due Oct. 13.

By itself, the sale represents no final solution to Boston's problems in financing a $17.5 million deficit in the school department. But it does at least give the administration more leeway in finding some answer to a May 10 order by Federal Judge W. Arthur Garrity Jr. directing the city to take whatever steps are necessary to keep its classrooms open.

Since then the administration has been able to absorb the deficit by essentially applying general cash, but this pool also is subject to other demands, such as capital projects, and some action was needed to find funds for this week's school payrolls.

By borrowing now for the capital projects, the city can at least temporarily relieve some of the strain. However, these dollars ultimately will be needed for construction contracts, and further notes will have to be issued for the schools.

"Cash is cash," said Treasurer James V. Young, contacted by telephone in Houston, where he is a panelist in a seminar on bond issues. "We had to do something soon, and this was the easiest first step until we work out the rest."

First National Bank of Boston, which participated in a sale of $85 million in long-term bonds this year, took the lead in arranging last week's transaction, he said, but the treasurer refused to comment on what further negotiations he has had about future borrowing.

The capital projects covered by the $20 million include a large portion of school work, which accounts for about $16.5 million of the total, and urban renewal contracts in the South End and Waterfront areas.

At the time of the $85 million sale in March, Young had hoped that would be enough to carry the city through this fiscal year. But in a portfolio prepared for last week's transaction, the administration acknowledged that available funds were not sufficient.

The $20 million, once it is refinanced with long-term notes, is to be counted as part of the $50 million in capital expenditures Boston is planning for fiscal 1977.

from 6/14/76

from Boston Globe
6/14/76

State aid chances dim for private colleges

By Nina McCain
Globe Staff

Prospects appear dim this year for any substantial state aid to private colleges, according to Rep. Frank Matrango (D-Quincy), Massachusetts House chairman of the joint legislative Education Committee.

Matrango, sponsor of one of two key bills, said that his bill and the bill of Rep. Barney Frank's (D-Boston) have been combined and are now in The Ways and Means Committee.

The bill would provide state money for direct aid to students and to colleges for scholarships.

But Matrango said that, given the State's fiscal situation, he doubts the bill will be reported out of committee this year. Since budgets for the Massachusetts public colleges are either being held steady or cut, observers say it does not seem likely the Legislature would choose this year to begin a program of direct aid to the private colleges.

Private colleges, represented by the Assn. of Independent Colleges and Universities in Massachusetts (AICUM), have been lobbying for some form of aid since a constitutional amendment was adopted in 1974 clearing the way for such aid.

Frank Tredinnick, executive vice-president of AICUM, said the association hopes that both the Matrango and Frank bills will be adopted, even if they are funded only on an experimental basis for next year.

The single bill which is now in the Ways and Means committee is a combination of the so-called STEP (Student Tuition Equalization Pro-

to three-fourths of the tuition at a private college or half the $1500 educational cost per student at UMass-Amherst, whichever was smaller.

The Frank bill would provide matching grants to private colleges at the rate of one state dollar for every two dollars of scholarship aid they give to Massachusetts students.

Another bill filed by Rep. Ann Gannett (R-Wayland) would authorize public colleges to contract with private instituitions for the private colleges to teach students courses that are not available on the public campuses.

FILENE'S
POPS AI
AND THI
BURLINC

Under Application of the MBTA for a Mass Transportation Capital Improvement Grant for Southwest Corridor Project South Cove to Forest Hills Relocation.

Certification

1. Has offered adequate opportunity for public hearings pursuant to adequate prior notice, and has held such hearings, in accordance with requirements as set forth by UMTA.

I would like to register my disagreement with the above statement of the MBTA that the Authority has held meetings in connection with this project, and that those meetings qualify the MBTA for certification. I make that charge for this reason:
The meetings which I have attended were conducted in such a manner that the format offered little opportunity for public discussion or follow-up of any issues discussed. There was a complete lack of continuity between one meeting and the next. Problems or questions that were brought up by the citizens in connection with this project were given cursory answers at the meeting and not alluded to at the next meeting, almost as though those questions from the public had never been asked. Meetings were held in such a manner as to discourage public participation and attendance.

All the following statements and responses come from and are directed to the Application of the MBTA for a Mass Capital Improvement Grant for the Southwest Corridor Project, South Cove to Forrest Hills Relocation.

The Exhibit on the MBTA's Application is given in part or in its entirety, whichever is needed. The response opposing the position stated in the Application Exhibit follows.

Omissions of any part of the entire text of any Exhibit was not done for " out of context " purposes. It was done for brevity and clarity.

EXHIBIT C - PROJECT JUSTIFICATION

The relocation of the Orange line to the site of the Penn Central embankment is expected to result in significant transportation benefits and equally important economic and physical development benefits to the surrounding community. This project is doubly attractive in that it not only will offer gains to the users and operators of transit, but also will initiate and foster economic growth and development in a blighted urban area.

RESPONSE TO EXHIBIT C - PROJECT JUSTIFICATION

This is absolutly the wrong reasoning and is symbolic of the type of thinking by both federal and state officials that got us into the fiscal mess we find ourselves today.

The cause of urban blight is not transportation, the lack of it, or the condition of transportation systems. The cost of public transportation measured in deficit to the state may very well take away money needed to rehabilitate these urban areas, but urban blight is a social and economic problem not a mechanical one. To suggest that a $400 million transit construction project is going to be the savior or remedy to the areas surrounding the Southwest Corridor is idiocy of the highest order and borders on being criminal.

EXHIBIT C - RIDERSHIP

Relocated Orange Line would carry more riders. 1990 forecast 55,600 passengers.

RESPONSE TO EXHIBIT C - RIDERSHIP

Project papers do not address the possibility that just because rapid transit service is available, the public will necessarily use it.

I offer for consideration statistics released by the Massachusetts State Auditors office which cite declining patronage of the MBTA. An article which appeared in the Boston Globe on Dec. 3, 1975 is attached for verification of this statement. Note that MBTA ridership has gone down, but in the same time, MBTA deficit to the state has increased.

The loss of passengers to the MBTA in the Boston area is by no means an isolated situation. The New York City Transit Authority shows in its Transit Record a loss of close to 16 million passengers from 1974 to 1975. (A copy of NYCTA Transit Record is attached)

MBTA lost 100,000 riders, state says

By Robert A. Jordan
Globe Staff

The Massachusetts Bay Transportation Authority lost 100,000 daily passengers during a three-year period ending in 1974, according to a report released yesterday by state Auditor Thaddeus Buczko.

The report said the MBTA lost 75,000 daily passengers in 1972, 11,000 in 1973 and 14,000 in 1974, for a 17 percent decline from 1971 ridership.

MBTA Chairman Robert R. Kiley said in response to the report that the 1973 and 1974 figures may be correct, but the 1972 figure of 75,000 "seems awfully high. I don't know how they arrived at that."

Kiley said the MBTA has been losing an average of 3 to 5 percent of its ridership during each of the past few years. But he added that there is no way of determining exactly how many passengers the MBTA carries daily or yearly.

"If we don't know how many passengers there are, I think it would be pretty hard for the state auditor to know," said Kenneth Campbell, MBTA press spokesman.

Kiley made his remarks yesterday after speaking at a Boston Citizens Seminar on transportation, held at the State Street Bank.

He told the 500 persons attending the seminar that alternative ways of raising revenue to reduce the MBTA operating deficit must be sought. A fare increase, he added, would not be "desirable."

"A means of desperate last resort is a general fare increase," he said. Such an increase, he added, "would deter our efforts to increase ridership." He said he is considering a goal of gaining 30 percent more riders in next five years, keeping the same number or fewer employees.

Kiley said he feels the burden of the MBTA operating costs should be shared by the motorist, either through an addition to the state gasoline tax or an increase in the automobile excise tax each car owner pays to the local city or town where he lives.

At present, each of the 79 cities and towns in the MBTA district pays its proportional share of the MBTA operating costs and deficit. Fare box revenues contribute very little toward the overall cost of transportation.

Kiley also suggested levying a "commuter tax," but exempting users of public transportation. Another of his ideas was to increase the Federal gas tax and return the revenue to local communities, to subsidize their transit operations.

"I realize that it is woe to the public official who mentions additional taxes in troubled economic times. But as the people of New York discovered, public services are like private commodities in one simple but ignored respect—they must be purchased out of real, not artificial, income and savings," he said.

Another speaker at the seminar, David W. Davis, executive director of the Massachusetts Port Authority, said growth at Logan Airport has leveled off to the point where he is seriously considering "mothballing" one of the terminals, the old international building.

Davis said the terminal has been unused for years and that closing it would realize a sivings of $100,000 a year.

In Massport's 1975 fiscal year, the number of flights dropped 8 percent from the previous year and air cargo volume was off by 10 percent, Davis said at the seminar.

State Public Works Comr. John J. Carroll, also a speaker at the seminar, said the state needs Federal help to cope with its urban highway and bridge problems.

"Without additional Federal dollars, we cannot hope to fund the urban projects we need to build in the next five or 10 years," he said.

Although the state maintains 3000 miles of higway, Carroll said "there are many miles to be added to this system in order to solve critical traffic problems that impose severe hardships on certain communities."

NEW YORK CITY TRANSIT AUTHORITY—BUS OPERATION

REVENUE PASSENGERS AND PASSENGER REVENUE BY LINES FOR TWELVE MONTHS ENDED JUNE 30, 1975 AND 1974

QUEENS BUS

LINE	REVENUE PASSENGERS Twelve Mos. Ended June 30 1975	1974	PASSENGER REVENUE Twelve Mos. Ended June 30 1975	1974
FLUSHING				
shing-Little Neck	1,994,770	2,084,130	$573,616	$599,691
shing-Fort Totten	1,846,319	1,856,205	577,461	578,235
shing-Whitestone(a) ..	1,163,489	1,252,742	347,478	376,382
shing-Beechhurst(a) ..	1,218,424	1,229,526	355,985	356,925
shing-Clearview	2,094,988	2,185,801	570,688	595,832
shing-Hollis Court Blvd.(b)	777,322	765,743	237,162	221,190
shing-Rosewood(b) ...	3,257,158	3,419,851	948,528	997,579
shing-Bayside West ..	2,866,080	2,983,217	794,203	826,412
ark-Jamaica	6,271,498	5,334,032	1,857,125	1,689,820
lla Shuttle	30,948	29,132	5,607	4,753
gh Place Shuttle	725,471	819,199	235,817	267,875
h Avenue-Flushing Shuttle	492,476	535,363	126,879	140,019
Guardia Airport	316,709	327,973	102,679	106,349
ncis Lewis Boulevard	976,170	1,032,508	152,210	163,822
JAMAICA				
naica-Hollis	287,679	266,712	92,666	85,043
naica-Cambria Heights.	4,439,948	4,475,887	1,320,782	1,323,936
rrick Boulevard-St. Albans	1,718,626	1,740,235	541,407	546,613
rrick Boulevard	3,754,208	3,858,435	1,117,646	1,146,237
rrick Boulevard-Rosedale	3,956,966	4,092,958	1,131,896	1,169,320
shing-188th Street-Jamaica	2,673,409	2,676,191	806,255	801,984
sedale-Manhattan Express	81,045	86,824	81,045	86,824
deo Blvd.-Manhattan Express	50,096	49,472	50,096	49,472
th Street	594,140	622,731	179,292	188,130
ncis Lewis-Springfield Blvds.	456,570	429,343	110,696	99,145

LINE	REVENUE PASSENGERS Twelve Mos. Ended June 30 1975	1974	PASSENGER REVENUE Twelve Mos. Ended June 30 1975	1974
QUEENS VILLAGE				
Q-1 Hillside Avenue	1,885,327	1,964,544	$557,369	$580,963
2 Hillside Avenue-Hollis ..	2,499,941	2,546,691	765,209	777,340
3A Jamaica-114th Avenue ..	4,681,818	5,263,000	1,425,727	1,620,383
12A Little Neck Parkway ...	143,237	128,711	37,427	31,798
17A Horace Harding-Springfield Boulevard	3,204,991	3,470,274	800,325	879,882
18X Hillside Ave.-Manhattan Express	150,215	157,654	150,215	157,654
31 Bayside West-Jamaica Connection	586,951	552,645	142,863	128,205
36 Queens Village-City Line	2,077,966	2,161,348	654,059	680,277
43 Hillside Avenue	3,104,884	3,063,683	906,088	885,024
44A Union Turnpike	4,245,902	4,236,789	1,194,178	1,178,842
75 73rd Avenue	1,156,157	1,163,464	323,712	322,797
88 Rego Park-Oakland Gardens (fr. 9/8/74)	571,088	——	199,880	——
Add'l. Senior Citizens(c)	4,105,417	3,844,905	——	——
Total	70,458,403	71,209,918	$19,464,271	$19,664,755
Unregistered Fares:				
Senior Citizens' Reimbursement	——	——	1,257,282	1,177,515
One Half (½) Fare Program (fr. 12/16/73)(d)	1,260,482	656,610	——	——
Elementary School Fares (on Monthly Passes) ..	6,202,520	6,461,750	170,440	175,775
U.S. Post Office Fares ..	70,085	81,684	24,533	28,596
Additional School Revenue Payable by City of New York	——	——	7,634,740	7,954,810
TOTAL QUEENS BUS ..	77,991,490	78,409,962	$28,551,266	$29,001,449

MANHATTAN BUS

	LINE	REVENUE PASSENGERS Twelve Mos. Ended June 30 1975	1974	PASSENGER REVENUE Twelve Mos. Ended June 30 1975	1974
M-15	First and Second Avenues	19,162,279	19,037,903	$6,381,449	$6,324,705
22	Madison-Chambers Streets	1,917,588	1,918,438	621,515	619,701
27	49th-50th Streets	5,037,649	5,142,306	1,709,303	1,743,633
29	65th Street	3,675,840	3,735,667	1,221,440	1,239,772
31	York Avenue	1,852,572	1,590,964	638,889	546,911
	Additional Senior Citizens(c)	2,280,786	2,236,075	——	——
	Total	33,926,714	33,661,353	$10,572,596	$10,474,722
	Unregistered Fares:				
	Senior Citizens' Reimbursement	——	——	698,490	684,960
	One Half (½) Fare Program (fr. 12/16/73)(d)	1,174,041	608,607	——	——
	Elementary School Fares (on Monthly Passes)	310,126	323,140	8,522	8,790
	Additional School Revenue Payable by City of New York	——	——	784,779	816,543
	TOTAL MANHATTAN BUS	35,410,881	34,593,100	$12,064,387	$11,985,015

SUMMARY OF REVENUE PASSENGERS AND PASSENGER REVENUE NEW YORK CITY TRANSIT AUTHORITY—RAPID TRANSIT AND SURFACE

	REVENUE PASSENGERS Twelve Mos. Ended June 30 1975	1974	PASSENGER REVENUE Twelve Mos. Ended June 30 1975	1974
RAPID TRANSIT (excl. Rockaway Division)	1,073,751,521	1,092,258,046	$370,794,983	$381,698,561
ROCKAWAY DIVISION	3,843,609	3,748,483	3,174,264	3,297,597
TOTAL RAPID TRANSIT (incl. Rockaway Division)	1,077,595,130	1,096,006,529	$373,969,247	$384,996,158
BUS:				
Brooklyn Bus	249,425,954	247,477,183	$ 87,710,988	$ 88,357,522
Staten Island Bus	28,448,410	28,294,105	12,616,147	12,216,754
Queens Bus	77,991,490	78,409,962	28,551,266	29,001,449
Manhattan Bus	35,410,881	34,593,100	12,064,387	11,985,015
TOTAL BUS	391,276,735	388,774,350	$140,942,788	$141,560,740
TOTAL NEW YORK CITY TRANSIT AUTHORITY—RAPID TRANSIT AND SURFACE	1,468,871,865	1,484,780,879	$514,912,035	$526,556,898

re collections on Saturdays, Sundays and some Holidays of the Flushing-Beechhurt Line are included with the Flushing-Whitestone Line.
re collections on Sundays and some Holidays of the Flushing-Rosewood Line are included with the Flushing-Hollis Court Blvd. Line.
reflect difference between fare box revenue of 15¢ for Senior Citizens and regular fare.
ee note (c), on page 5.

EXHIBIT D - REVENUE FINANCING

No part of the costs associated with this project can be financed from Authority revenue. The overall system prodoces no revenue which could be applied to the financing of the Project. The system has operated with a loss averaging over $20 million per year during the past five years. Only during WW2 has there been a surplus in the past 35 years.

RESPONSE TO EXHIBIT D - REVENUE FINANCING

The MBTA has operated at a loss well over the $20 million per year over the past five years as is stated in the above Exhibit D. A quick check of the MBTA's Income and Cost Service Statement (copy attached) will clearly indicate that the system's total income revenue amounts to considerably less than half of its total operating expenses.

However, what I find so galling about the MBTA's statement under Exhibit D Revenue Financing, is this:

It is intimated by this statement that the MBTA does produce revenue which unfortunately cannot be applied to this project. It should be stated in words that would not lead to misunderstanding that the MBTA produces a deficit. That expansion of this system will lead to increased deficit and increased indebtedness to the state of Massachusetts. An indebtedness that may very well retard the social and economic benefits which this project paper so positively suggests will take place in the aftermath of all this transit rearrangement.

It must be understood that the MBTA serves a relatively small area of this state. Yet, the MBTA projected deficit for 1976 is $162 million. At present half of the MBTA deficit is apportioned to the 79 cities and towns the MBTA serves. The other half is picked up by the state of Massachusetts through yearly legislation. But that yearly legislation is in no way a guaranteed acceptance of future deficits. Already voices are being raised in the State House against the continuation of this policy. As the MBTA deficit grows, so will those voices grow opposed to state subsidy of the Transit Authority. For it is unreasonable to expect those who are not served by the MBTA to pay for the MBTA.

Attached are articles from local and Boston newspapers indicating the mood of many people in this area about throwing more money into questionable and expensive MBTA projects.

INCOME AND COST OF SERVICE STATEMENT

Year	Total Income	Total Operating Wages & Fringe Benefits	Total Operating Expenses & Taxes	Total Fixed Charges	Total Current Expenses	Cost of Service in Excess of Income	State & Federal Assistance	Net Cost of Service
8/1/64 - 7/31/65 (12 Mos.)	$39,835,263.	$44,141,241.	$52,345,246.	$8,330,357.	$60,675,603.	$20,840,340.	$3,157,259.	$17,683,0[illegible]
8/1/65 - 8/31/66 (13 Mos.)	44,511,496.	50,128,076.	61,980,464	8,667,596.	70,648,060.	26,136,564.	3,483,110.	22,653,45[illegible]
9/1/66 - 9/30/67 (13 Mos.)	48,619,865.	54,732,403.	70,839,522.	11,071,487.	81,911,009.	33,291,144	6,665,524.	26,625,67[illegible]
10/1/67 - 10/31/68 (13 Mos.)	55,259,526.	64,130,392.	83,894,757.	13,590,872.	97,485,629.	42,226,103.	11,206,145.	31,019,95[illegible]
11/1/68 - 11/30 69 (13 Mos.)	70,838,926.	79,017,414.	99,282,495.	15,944,970.	115,227,465.	44,388,539.	13,062,755.	31,325,78[illegible]
12/1/69 - 12/31/70 (13 Mos.)	66,798,085.	90,701,940.	116,184,469.	16,799,726.	132,984,195.	66,186,110.	14,526,565.	51,659,54[illegible]
1971	59,486,528.	93,042,754.	117,904,837.	20,516,198.	138,421,035.	78,934,507.	18,153,751.	60,780,75[illegible]
1972	60,568,635.	104,736,264.	132,128,240.	20,461,582.	152,589,822.	92,021,187.	18,827,197.	73,193,99[illegible]
1973	60,600,484.	112,398,245.	142,831,511.	23,376,255.	166,207,766.	105,607,282.	54,565,806.	51,041,47[illegible]
1974	64,736,108.	124,820,087.	167,853,880.	25,390,906.	193,244,786.	128,508,677.	64,794,190.	63,714,48[illegible]
1975 *	64,800.	134,700.	185,700.	29,300.	215,000.	150,200.	32,000.	118,20[illegible]
1976 *	59,000.	140,400.	195,100.	28,900.	224,000.	165,000.	34,600.	130,40[illegible]
1977 *	59,000.	147,400.	204,900.	29,500.	234,400.	175,400.	37,400.	138,00[illegible]
1978 *	59,000.	154,800.	215,100.	33,500.	248,600.	189,600.	42,600.	147,00[illegible]
1979 *	59,000.	162,500.	225,900	33,000.	258,900.	199,900.	43,300.	156,60[illegible]
1980 *	59,000.	170,700.	237,100.	32,500.	269,600.	210,600.	22,400.	188,20[illegible]

* Estimated in Thousands

NOTE: The Authority has been on a thirteen month Fiscal Accounting Period from 8/1/65 to 12/31/70.
Commencing January 1, 1971 it reverted to a Calendar Year.
Years 1976 - 1980 do not include income and costs for new extensions that may be operable.

ASSUMPTIONS: Total income will hold-the-line in the estimated years.
Commencing with year 1976, Operating Expenses & Taxes will increase approximately 5% per year.
Total Fixed Charges are estimated on basis of future funding.
Additional State Assistance is reflected in years 1973 and 1974 only.
Federal Operating Assistance is reflected in years 1974 to 1979 inclusive.

MBTA's '76 deficit may climb by $22 million to $162 million

A projected $162 million MBTA deficit for 1976, an increase of approximately $22 million over the past year's loss was forecast yesterday.

The staggering increase was estimated as the MBTA Advisory Board, comprised of representatives of 79 cities and towns, approved a $230,972,036 operating budget for the coming year at a meeting in Boston.

Half of the $162 million in red ink will be passed along to taxpayers in the cities and towns for payment, providing the Legislature agrees to pick up the other half of the deficit as it did in 1973 and 1974.

Legislation supported by Gov. Dukakis and Transportation Sec. Frederick Salvucci is awaiting action on Beacon Hill asking the commonwealth to again absorb the deficit-ridden transportation system's deficit on a 50-50 basis.

The $162 million is more than double the MBTA's deficit in 1972. That year the line's net assessable cost of service was $73.4 million.

An increase in interest charges this year could push the deficit even higher, officials conceded.

Despite the projected $22 million boost for 1976 in a single year, the Advisory Board's budget committee headed by Mayor George McCarthy of Everett contended that on a percentage basis the MBTA's losses are less than in the past two years.

In a report to the Advisory Committee, McCarthy and other members of the budget committee said the recommended 1976 budget represents a 6.13 percent increase over 1975.

This compares with a 10.75 percent MBTA budget increase for 1975 over 1974 and a 17.31 percent increase in 1974 over 1973.

"We set out to implement a decreased budget for the first time," the budget committeee said. "We regret not reaching this goal yet, but we are close to achieving the level deficit point for cities and towns."

Because of the mammoth MBTA deficit and the burden it would put on Boston and the other 78 cities and towns, officials expressed optimism the Legislature would assume half of the $162 million loss.

The Legislature is also being asked to pick up half the MBTA's estimated $140 million deficit for 1975. The MBTA assessments on the cities and towns will be paid for 1975 next fall. The 1976 deficit is reflected in assessments in 1977 to taxpayers.

from Boston Globe

MBTA Expansion Halt Urged

Milton

MILTON — A call to halt expansion of the MBTA was made by selectmen last night. Letters are to be sent to Gov. Michael Dukakis and MBTA officials to halt expansion of the rapid transit service which they say will increase deficit assessments against the town.

Selectman John P. Linehan said next year's MBTA assessment averages out to $250 per "man, woman and child" in the town.

He said that if MBTA users in the town were counted "the town could buy each of them a new car with the money now turned over to the MBTA."

To the cost of the deficit, Mr. Linehan said, must be added the actual fares.

He produced a travel poster advertising a round rip jet flight from Boston to Bermuda at $122. "A person can fly the 700 miles to Bermuda and back at less cost per mile than on the MBTA," he commented.

Selectmen chairman James D. Colt said fares now are paying only 35 to 40 per cent of the MBTA's costs. He told of experiencing delays in recent weeks during commuting to Boston. "I want to travel the MBTA, but a one third increase in travel time could force me into an automobile," he stated.

Mr. Linehan added that a secretary in his Boston office who travels by bus from Plymouth complained about delays caused by increased traffic on the Southeast Expressway.

"The MBTA problems are driving more people off the system," he commented.

Selectman Ralph L. Kent said "no business would tolerate a situation of lost sales and customers but increases in pay and hiring. I understand they are laying off at Boston City Hall and rehiring them at the MBTA."

Mr. Colt said the tax burden for deficit assessments might develop into a resistance with demands that new costs be made up out of fare revenues.

Mr. Linehan said that the "MBTA's expansion with extensions to get additional riders is not stopping dwindling patronage. The extensions should be stopped before the cities and towns are bankrupted by the MBTA."

The reasons for dwindling patronage, said Mr. Kent, can be attributed to the service provided and "fear of personal safety by many former downtown shoppers."

Selectmen noted that the first step in converting town bookkeeping functions to computer data processing will be taken this Friday with the printing of town paychecks.

Mr. Kent suggested that an area of the town farm be used for planting shrubbery to be used elsewhere in the town. It would become the second town nursery. A small area in the DPW yard now is used to grow trees and bushes.

Selectmen held a public hearing on a barking dog complaint brought by the Morante family of 5 Sears Road against the Cannon family, owners of two dogs at 70 Hilltop St. Police Lt. Domenic V. Guiliano said more than 25 telephone complaints were received concerning the dogs and that 12 police officers made reports concerning their investigations of the complaints. A decision is to be announced at a later date by selectmen, they said.

Mrs. Martha Curtis of the conservation commission won tentative approval from selectmen to proceed with establishment of a committee under the state's new growth policy development act. The committee will study town land use and help to develop a policy for its future use.

Selectmen said they would seek to meet deadlines for the appointment of a committee, consultation with the planning board, and the holding of two public hearings prior to the March town meeting.

Mr. James D. Colt stated, however, that the project might have to wait for either a special to meeting or the town meeting n March if deadlines are not me

A public hearing is to be held 9 p.m. on Jan. 29 by selectmen acceptance of five streets — M inghouse Lane, Alfred Road, fayette and Brierbrook stree and Barberry Lane.

Selectmen agreed to a requ from St. Agatha's parish to sw voting on March 6 from the pa center hall to the school cafet

The planning board noti selectmen of plans to hold a pu meeting at 7:30 p.m. at the t office building on Jan. 22 to cuss zoning changes.

City Wise

MBTA: Where does money go?

By DAN AHERN

Last year I voted for Mike Dukakis because he is a daily commuter on the MBTA Green Line, a practice which requires nerves of steel and more patience than Job. These are the qualities we need in our Governor.

When he was elected, I said to myself, "Now that Mike has a steady job he can buy a compact car and commute in style." I didn't expect that anyone making $40,000 a year would continue to ride the oldest and worst subway line in North America.

Very few of the MBTA executives or technicians earning $40,000 a year or more ride in the transit system. Their time is too valuable and their bodies too sensitive to be buffeted about by the proletarians in the subway. Even the underlings of the MBTA, sweepers and clerks in the $16,000-$30,000 salary range, usually prefer to commute in their own late model sports coupes or station wagons.

So I was surprised that the Governor continued to ride the Green Line, but it does give me one advantage — easy access to the chief executive of the state. I know that every morning and evening I can find him down there standing in a crowded car or on a crowded platform.

The other day I got an absolutely fantastic idea on how to bolster the Massachusetts economy, so I dashed into the subway to find him. I entered at Arlington street which was once among the raunchiest of MBTA stations but is now handsomely modernized, if you can overlook the dripping ceilings, peeling walls, crumbling tiles, wet greasy floors, broken turnstyles and the escalator that works only on Sundays and legal holidays.

The overall decor is gray with subdued lighting which is nice because it gives the pickpockets an even chance.

Until recent years Green Line service was erratic, but now scheduling is computerized and it is quite uniformly poor. MBTA has made great progress toward the goal of having every car behind schedule and overcrowded. Eventually an overloaded Riverside car lurched into the station and screeched to a halt. Several hundred commuters charged at the rear door. I put on my football helmet, drove through a wall of Lord & Taylor shoppers and landed with a thud on the trolley floor.

Standing up, I brushed my torn trousers and breathed a sigh of relief. This was a profound mistake. The Surgeon General has warned us against breathing in Green Line trolleys. I inhaled a mixture of burning metal, perspiring flesh, smoldering tobacco and a whiff of low-grade marijuana.

As the car rattled and shook through the tunnel, I found myself wondering where the money goes. The Green Line is the MBTA's most heavily patronized service. This car contained about 300 bodies, blatantly overcharged at 25-50c a head. What did the MBTA do with all the cash?

Some MBTA trolleys were bought new 40 years ago. The others had been salvaged from the junkyards of America during the 1950's. So the cost of equipment was trivial.

Even lower is the cost of operating this ramshackle fleet. The MBTA maintenance program is designed to keep the employees well fed and happy. Cars are rarely serviced and the heating systems are closed down from mid December until April. So the only significant cost is paying the conductor to sit up front reading Playboy magazine, pausing occasionally to flip the switch that opens the door or the one that closes it on the hands and heads of the passengers.

Even assuming that he is paid (wages and benefits) about the same as the Governor — the MBTA is still making big money on the Green Line. Where does it all go? I was still wondering about this when we crossed the border into Brookline. The car flew along at speeds up to 8 miles per hour — and the wind whistled through the broken doors and windows.

For a while the brakes locked sending off sparks and clouds of smoke which at least provided an illusion of warmth. Later the passengers made a bonfire out of debris in the back of the car.

I spotted the Governor sitting there in a red ski mask, racoon coat and mukluks with his CCM hockey stick. I told him my new idea to bolster the economy of the Commonwealth and then asked, "Why the hockey stick?"

He removed the ski mask and was I embarrassed. It was not the Governor, but Brad Park.

"When do we get to North Station?" he asked.

I started to say that he was headed in the wrong direction, but we had arrived at Longwood, time for me to alight. I bobbled three blocks to the Governor's house. His wife came to the door.

"Michael's not home," she said, "he must be caught in a subway tie-up".

"But service is normal tonight."

"That's what I mean. Normal is a tie-up."

So I left disappointed. I walked back to Boston because it was safer and cheaper than the MBTA. And it saved a little time.

Dan Ahern is an urban development specialist.

EXHIBIT F - PLANNING

Noise:

Two neighboring housing projects are exposed to 100 dba noise level.

RESPONSE TO EXHIBIT F - PLANNING (Noise)

100 dba of noise is not the problem plaguing public housing projects whether they be in Bromley Heath, New York, Philadelphia or Chicago. There are many housing projects around the country that are troubled, not because they are located next to railroad tracks, but because of the inherent nature of trouble that comes from stacking poor families one on top of the other. But there are no project experts measuring noise in those other areas and why, because there are no federal funds available to measure noise around public housing projects unless that noise is associated with railroad tracks and the expasion of rapid transit systems.

To my knowledge there have been no demonstrations, protest marches or petitions signed by housing project residents objecting to the noise generated from the adjacent railroad tracks and trains. This is not to say that the noise level there is not high, but it does tend to sustain my contention that there are more important, pressing issues involved than the abatement of noise.

Yet, we are going to spend millions on a sunken railway corridor so that the people in those housing projects can still be poor and deprived, but relatively free of noise from the adjacent railroad tracks.

Shame on the purveyors of this deceit. And shame on those who would use the plight of poor people as an excuse for their selfish intentions.

I would to suggest that I have certain credentials that give me the right to discuss noise and its association with housing near to railroad tracks.

From the years 1942 to 1946 I lived with my parents and family at 6 Franklin Place in Roslindale, in a rear apartment that was 30 to 50 feet from the main Bos-NY railroad embankment at a point 100 yards south of the old Toll Gate Bridge which spans the tracks from Washington St. to Hyde Park Ave. During those years not only were those tracks heavily traveled by passenger and commercial trains, but daily were loaded with trains carrying military troops and equipment needed for the 2nd World War. The only memory I have of problems associated with living next to the train tracks was that it tended to make the laundry a little grey on wash day because of the smoke from the trains. Noise, sure there was noise, but not something that couldn't be tolerated. I stand here today unaware of any physical or social retardation due to my 5 years spent living next to and listening to the rattle of the trains. That house stands today and people live in that rear apartment. The Archdale housing project is also adjacent to those railroad tracks about a half mile down the road. If the MBTA at some time in the future extends a branch of the Orange Line along those same tracks, will it be necessary to spend another $400 million for another sunken railway corridor to achieve noise abatement? Exactly how far does the MBTA intend to carry this sunken railway corridor philosophy?

George Gershwin wrote " Rapsody in Blue " which is a tribute to the city and its noise which he glorifies in musical form. He understood that the city wouldn't be the city without its noise. I understand that also and accept it as I accept the Ocean's roar, or is it possible the residents of seacoast towns are being injured by the pounding of the surf?

I think it is important for the officials of UMTA who will make the decision on funding for this project to consider these points:

A lot of the demand for this Southwest Corridor Project is coming from the sector that stands to gain financially from it.
There is a total lack of demand from the public for this project.

There is serious concern about whether such huge sums should be spent to construct a rapid transit system which all available statistics show will end up serving the same number of commuters or less.

Many people see a problem with state government floating Bond Issues to cover bills it cannot pay and construction it cannot afford, especially when those Bond Issues become due some time in the future under another administration.

At previous public hearings, the Southwest Corridor Development Coordinator made the statement that there are plans to build a transit system that will last 100 years.
Many people are worried that the debt for that construction and the yearly deficits incurred by the operation of that system, will also last 100 years.

I believe we, both citizens and public officials, have a responsibility not to leave the next generation an overwhelming financial debt.

Attached is an article by Patrick J. Buchanan expressing the view of many people on the subject of mass transit.

A pause to reflect on and reconsider mass transit visions

By PATRICK J. BUCHANAN

WASHINGTON — Three recent events suggest that, before plunging ahead with our more grandiose visions of mass transit, Americans would do well to pause, reflect and reconsider.

The first has been taking place in San Francisco. Bus, streetcar and cable car operators have walked off the job, joining their brethren in the municipal craft unions, and leaving stranded a great city.

In New York, transit workers held a pistol of similar make and caliber at the head of the Transit Authority. So doing, they have extorted a wage settlement their beleaguered and bankrupt city cannot afford. Under its terms, transit workers whose income has risen 129 percent over the same decade during which prices rose 77 percent, would get new cost-of-living wage increases.

The third occurred here in the national capital. The first 4.6 miles opened days ago on a subway system, the eventual cost of which is now presented to fall in the $5 to 6 billion range. The community has belatedly been informed that "Metro" will provide Washingtonians with the most expensive subway ride in the world. Further, the system will likely run tens of millions annually in deficit.

The questions are obvious. Are we considering the next generation to rely upon a transportation system the operators of which have exhibited the same sense of civic concern as "The Public-Be-Damned" robber barons of a century ago.

Is "rapid transit" a domestic Vietnam, a bottomless pit, a fiscal rat hole into which we shall pour ever-increasing shares of our limited supply of investment capital? For once, I hope the government will observe the amber caution light. Years ago, we plunged blindly into an urban renewal program which resulted in the systematic destruction of poor neighborhoods to provide new housing for the middle class. We set out on a Great Society housing program which has made HUD the biggest slumlord of abandoned property in the United States. We put together a welfare program that has made drones and dependents of millions. We set in motion a food stamp program that now provides food subsidy to striking workers and college students.

As one wag suggested, it is no accident that 10 years after Hubert Humphrey helped launch the War on Poverty, he is talking about a Marshall Plan for the cities.

Have the American people declared themselves for mass transit? The answer is a categorial no. Mass transit is the preferred means of transportation primarily of urban planners and liberal politicians.

The American people have voted for the private automobile and the public road. In city after city, commuters have deserted street cars, subways and buses as soon as the family could afford the downpayment on a first or second car. Patronage of public transportation has been declining for three decades — almost as rapidly as labor costs have been rising. Why Americans prefer the private auto over the public bus or subway is easy to understand. Public transit is invariably less direct, less reliable, less comfortable, less convenient. As a consequence, 80 percent of city-to-city trips are by automobile, as are 94 percent of trips from home to office.

Wise public policy should coincide, rather than clash, with the evident wishes of the American people. Our investment capital would be better spent on surface roads rather than subways.

Whence, indeed, this "demand" for rapid transit? The cost per mile of the Washington subway is astronomical. Is it really cost-effective to shell out $5 billion to shave 15 minutes off the travel time of government workers from the most affluent suburbs in America into the heart of one of its richest cities: Should folks in Kankakee be forced to subsidize the subway rides of folks from Bethesda and Alexandria?

(C) Patrick J. Buchanan

I believe that those federal, state and MBTA officials who are proposing this project and the expenditure of these huge sums of money have a duty to answer to the public.
I and many other people who will not appear at this hearing because as they put it " I'm just not good at something like speaking in public " but who nevertheless are concerned about the issues I have brought forth. We would request an official response from the proper federal authorities, to all the issues I have challenged in the MBTA's Southwest Corridor Project Application to UMTA.

This city and this state can survive without the Southwest Corridor Project and can live with an elevated Orange Line along Washington St. But this city will not survive unless it faces up to its real problems. On July 9th Health Education and Welfare (HEW) refused $16 million to the Boston School Dept. to aid in the burden of costs of desegregation.

$400 million for a sunken railway corridor, for noise abatement ?

I submit this case against the MBTA's project to relocate the Orange Line
aka: Southwest Corridor Project

William P. Bernazzani

William P. Bernazzani
6 Kent Road
Needham, Mass. 02192

W/E,F,N
Rox, J.P.
I-65

TESTIMONY OF ELBERT BISHOP
EXECUTIVE DIRECTOR, SOUTHWEST CORRIDOR
LAND DEVELOPMENT COALITION, INC.
27 DUDLEY STREET
ROXBURY, MASSACHUSETTS 02119

on

Southwest Corridor Environmental Impact Analysis for the Proposed Relocated Orange Line and Arterial Street

MBTA - DPW Joint Public Hearing
July 15, 1976

The Southwest Corridor Coalition has been an active voice in promoting the development of land and mass transit in Boston's Southwest Corridor and its impacted neighborhoods. Coalition members, some fifty organizations in Roxbury, Jamaica Plain and the South End, have sought to work cooperatively with federal, state and city officials to realize a Southwest Corridor of maximum benefit to our communities and the region. We seek a development effort which maximizes redevelopment of our communities, which maximizes transit patronage and which promotes the economic health of the region.

When we began this citizen effort, we understood that the Orange Line, Amtrak and Commuter Rail would be depressed to avoid significant barriers between our communities, that adequate replacement service be provided, and that residents could avoid displacement by benefiting from jobs, contracts and influence over future development. It was only under these conditions that the relocation of the Orange Line would be acceptable.

We find, however, that the Commonwealth's preferred alternative, a "modified depression" of tracks through the Corridor, falls short of our common goals and expectation. We have much work to do in the coming weeks to re-establish the substance of these goals.

Specifically, the SWCC Board and members seek the following commitments prior to the filing of a capital grant application:

A. A Full Depression of All Tracks Through Southwest Corridor in Roxbury and Jamaica Plain. By every environmental measure, a Full Depression is less severe on adjacent communities than a partial depression would be. It will involve no extensive disruption of local street traffic, no additional takings of land nor creation of spreading blight, and will mean more for property values and future development. Foregoing the extra construction dollars will mean the loss of another 9,000 jobs to Boston residents. The SWCC has made its preference known to MBTA Chairman Robert Kiley and

Secretary of Transportation Fred Salvucci and has called on them to demonstrate those places in the Corridor where a Full Depression would be less than adequate for future development. SWCC has indicated its willingness to work with the Commonwealth to resolve this issue prior to the filing of a capital grant application.

B. No four-lane Arterial Street through Jamaica Plain from Forest Hills to Jackson Square. This road is not planned as a local street, will do nothing to remove commuter traffic from neighborhood streets and will induce more commuter traffic into Jamaica Plain, Roxbury and the South End. The SWCC also supports limiting the Arterial Street through Roxbury to four moving lanes.

C. Support the Contractors Association of Boston which seeks a set-aside of 30 per cent of the dollar value of these contracts for minority contractors with community screening of positions created within the MBTA to implement this demand.

D. Support the position of the Community Task Force on Construction that 50 percent of the jobs on the project in the minority community and 30 percent of the jobs on the remainder of the project in the city, trade by trade, should go to construction workers of color; further, that 50 percent of the jobs in the white areas of the project should go to residents of those communities.

E. Finally, a new memorandum of understanding will be signed to strengthen community participation in any future engineering, design and implementation phases and to assure community sign-off on new land disposition decisions.

We have been encouraged over the past few weeks by the spirit of support provided by our friends and well wishers; it is to retain their confidence in our shared vision that we will pursue these goals until they are served.

We have also been encouraged by state and city demonstration of cooperation in assisting residents in the evaluation of the alternatives under consideration here today.

In closing, we want to focus on the fact that the Southwest Corridor is the most important transportation facility in the region. A large share of its costs reflect the needs of inter-city travellers and suburban commuters. As we look at the exciting potential this project can bring to distressed Boston, we should find that there is no reason why the same considerations of local residents which a Somerville or a Cambridge would claim from new transit cannot equally be extended to Roxbury and Jamaica Plain. Surely, anything less would amount to a denial of equal protection of the laws.

The SWCC will have available for your review a detailed critique of the Environmental Impact Analysis with detailed recommendations. We thank you for this opportunity to summarize our concerns.

THE REDEVELOPMENT OF THE SOUTHWEST CORRIDOR

PLANNING & POLICY

FEDERAL

Environmental Protection Agency
Department of Transportation

STATE

- Governor's Office
Office of State Planning
Executive Office of Transportation & Construction

REGIONAL

Metropolitan Area Planning Council
Joint Regional Transportation Committee

CITY

- Mayor's Office

PROJECTS

FEDERAL

- Amtrak
Urban Mass Transit Authority

STATE

- Department of Public Works
- Mass. Bay Transit Authority

REGIONAL

Metropolitan District Commi

CITY

Economic Development & In
Industrial Development
Boston Redevelopment Auth

NEGOTIATED AFFIRMATIVE ACTION POLICIES

NEGOTIATED POLICY AGREEMENTS

MEMORANDUM OF AGREEMENT

The Memorandum of Agreement is the document which assures citizen and community rights in the planning process for the new relocated Orange Line. Ratified by Governor Dukakis and signed by all the involved agencies of the city and state.

1. Assures the community will have a part in the planning process.
2. No Corridor land will be disposed of or developed without consultation with the community.

ALTSHULER PLAN

Application of the Altshuler Plan for minority hiring to transit projects and state contracts in Roxbury, guarantees 30% of construction jobs on a trade by trade basis to Black and Spanish speaking workers.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY PROVISIONS FOR MINORITY CONTRACTOR PARTICIPATION

These provisions require fifty percent of the subcontracts awarded by a Prime Contractor to be executed with qualified minority contractors. The Prime Contractors must insure that the price of such subcontracts will be not less than thirty percent of the total price of the contract.

CITY CONTRACT SET-ASIDES

Negotiations in process.

ANALYSIS

GOVER

INFORM

SW

BOARD OF

STA

Director — Attorney
Administrative Assi
Community Liaisons
Roxbury, Jamai
Short Term Consulta

MEM

COMM
PARTIC

SOCIAL SERVICE AGENCIES

Roxbury Multi-Service Center
Orchard Park Task Force
Third Nail
Cooper Community Center
Roxbury Federation of Neighborhood Centers
Jamaica Plain Ecumenical Social & Action Council
Bromley Heath Tenants Management Council
Roxbury Community College
Association for Better Housing
Spanish Alliance
Mission Hill Circle Federation
South End Neighborhood Action Program
United Neighbors of Lower Roxbury
Museum of Afro American History

COMMUNITY DEVELOPMENT CORPORATIONS

CDC of Boston, Inc.
Circle Venture Capital Fund, Inc.
Roxbury Action Program
Lower Roxbury Community Corporation
Lena Park Community Development Corporation
Small Business Development Center
Action for Boston Community Development, Inc.
Urban Edge, Inc.

SV

Southwest Corridor Land
27 Dudley Street •

S.W.C.C. Position on Southwest Corridor Public Hearing Bishop I-6

ON JULY 15, 1976, THE MASSACHUSETTS BAY TRANSPORTATION AUTHORITY AND THE DEPARTMENT OF PUBLIC WORKS WILL HOLD A PUBLIC HEARING ON THE BUILDING OF THE SOUTHWEST CORRIDOR (12N - 5 p.m. AND 7-11 p.m., 305 SOUTH STREET, JAMAICA PLAIN). THIS HEARING WILL SOLICIT PUBLIC COMMENTS ON THE RELOCATION OF THE MBTA ORANGE LINE FROM WASHINGTON STREET TO THE SOUTHWEST CORRIDOR AND THE LOCATION OF A TRENCH THROUGH THE SOUTH END, ROXBURY AND JAMAICA PLAIN TO ACCOMODATE SOME 800 ORANGE LINE, AMTRAK AND COMMUTER RAIL TRAINS PER DAY. THE HEARING WILL ALSO COVER A PROPOSED SIX-LANE ARTERIAL STREET REPLACING EXISTING COLUMBUS AND TREMONT STREETS BETWEEN JACKSON SQUARE AND STERLING STREET CONNECTING A NEW FOUR LANE STREET FROM FOREST HILLS TO JACKSON SQUARE (THE ARTERIAL STREET) WITH A NEW FOUR LANE CROSSTOWN ARTERIAL BETWEEN COLUMBUS AVENUE AND THE SOUTHEAST EXPRESSWAY. FOLLOWING POSTPONEMENT OF THE SOUTHWEST CORRIDOR PUBLIC HEARING, FROM JUNE 22, 1976 SOUTHWEST NEIGHBORHOOD RESIDENTS AND ORGANIZATIONAL REPRESENTATIVES HAVE REVIEWED THE COMMONWEALTH"S PROPOSAL TO BUILD A "MODIFIED (PARTIAL) DEPRESSION" OF THE TRACKS THROUGH THE CORRIDOR. FOLLOWING IS THE POSITION OF THE SWCC ADOPTED FOR THE PUBLIC HEARING ON JULY 15, 1976:

Building Boston's Southwest Corridor is more than an urban transportation project; it will provide important regional benefits for suburban commuters as well as inter-city Amtrak riders as well as become a model for how we restore and revitalize decaying sections of our central cities. The measures we take or fail to take here will be closely scrutinized for indications of the potential for physical and social renewal of our cities elsewhere, without the massive disruption associated with urban renewal.

It is instructive to recall the original understanding of the Southwest Corridor: that the relocation of the Orange Line is acceptable only if the tracks are fully depressed to avoid another barrier between our neighbors; only if an adequate replacement service is provided; and only if residents can benefit from the project through jobs, income, contracts, and influence over future development. It is necessary that we are satisfied that each of these elements is present if we are to endorse the Southwest Corridor's impact analysis.

In a project as complext and as important to Boston's future as the Southwest Corridor, we urge the broadest possible interpretation of environmental impact to include these and other elements as criteria for the support of all interested parties.

After thorough review of the Commonwealth's Preferred Alternative for Building the Southwest and its Environmental Impact Analysis (short of a detailed engineering evaluation), the SWCC endorses the following:

A. A Full Depression of All Tracks through Southwest Corridor in Roxbury and Jamaica Plain. By every environmental measure, a full depression is less severe on adjacent communities than a partial depression would be. It will involve no extensive disruption of local street traffic, no additional takings of land nor creation of spreading blight, and will mean more for property values and future development. Foregoing the extra construction dollars will mean the loss of another 9,000 jobs to Boston residents. The SWCC has made its preference known to MBTA Chairman Robert Kiley and Secretary of Transportation Fred Salvucci and has called on them to work with SWCC in establishing those places in the Corridor where a full depression would be less than adequate for future development. SWCC has indicated its willing-

ness to work with the Commonwealth to resolve this issue prior to the filing of a capital grant application.

B. No four-lane Arterial Street through Jamaica Plain from Forest Hills to Jackson Square. This is not planned as a local street, will do nothing to remove commuter traffic from neighborhood streets and will include more commuter traffic into Jamaica Plain, Roxbury and the South End. The SWCC also supports limiting the Arterial Street through Roxbury to four moving lanes.

C. Support the Contractors Association of Boston which seeks a set-aside of 30 per cent of the dollar value of these contracts for minority contractors with community screening of positions created within the MBTA to implement this demand.

D. Support the position of the Community Task Force on Construction that 50 percent of the jobs on the project in the minority community and 30 per cent of the jobs on the remainder of the project in the city, trade by trade, should go to construction workers of color; further, that 50 percent of the jobs in the white areas of the project should go to residents of those communities.

E. Finally, a new memorandum of understanding will be signed to strengthen community participation in any future engineering, design and implementation phases and to assure community sign-off on new land disposition decisions.

The SWCC and Southwest Corridor neighborhoods have been encouraged by the Commonwealth's willingness to work out these issues and fully expect their resolution with the support your testimony can provide.

If you support a Southwest Corridor which is of benefit to all of our communities we urge you to testify in favor of the project on July 15th and suppor the positiontof the SWCC. If you cannot appear in person please write Robert Kiley, Chairman, Massachusetts Bay Transportation Authority, 45 High Street, Boston, Massachusetts before August 1, 1976 and let your feelings be known. A more detailed analysis of the Southwest Corridor Project is available by calling, 617-427-0035. Ask for Elbert Bishop, Dee Primm or Polly Russell.

July 23, 1976

Mr. Robert Kiley
MBTA
45 High Street
Boston, MA. 02110

Dear Mr. Kiley:

The Neighborhood Coalition of Jamaica Plain herewith transmits its written testimony dealing with the Southwest Corridor project.

Respectfully submitted

Donald Blake

Donald Blake
President
Neighborhood Coalition of
Jamaica Plain

NEIGHBORHOOD COALITION OF JAMAICA PLAIN

WRITTEN TESTIMONY ON THE SOUTHWEST CORRIDOR PROJECT

I. BACKGROUND INFORMATION ON THE NEIGHBORHOOD COALITION OF JAMAICA PLAIN

The Neighborhood Coalition of Jamaica Plain (NCJP) is a grass roots umbrella organization made up of neighborhood associations, businessmen's groups, non-profit agencies and individual members. Membership in NCJP is open to any Jamaica Plain resident or group. Group membership requires a verifiable list of membership (minimum of 10 members required). The officers of NCJP are elected at an annual convention. Each neighborhood associations electsa voting member to the NCJP board as well. Member neighborhood associations range in size from 10 to 250. Thereare over 400 individual registered members.

The NCJP was created by neighborhood residents in response to the need for an open, partisan grass roots organization capable of working effectively on issues important to the life of the Jamaica Plain community. (See appended article from JAMAICA PLAIN CITIZEN on origins of the NCJP. Member neighborhood associations have had up to 250 people actively participating in meetings and activities related to community issues. A copy of the bylaws is attached as is a list of the member organizations of NCJP.

II NCJP WORK ON SOUTHWEST CORRIDOR ISSUE

Officers and members of NCJP have been attending the state sponsored meetings on the Southwest Corridor project environmental studies since the process began last fall. The working committee attendance records attest to the consistency of NCJP's participation as well as that of NCJP's member organizations.

THE NCJP transportation committee has been studying and working on the SOUTHWEST Corridor project since the committee's inception in November 1975. In February 1976 NCJP sponsored an informational meeting on the proposed arterial road from Jackson Square to Forest Hills. The meeting was attended by over 200 Jamaica Plain residnets, featured presentations by John MacRae of the F.R. Harris consultants and Polly Russell of the Southwest Corridor Coalition. At its March meeting the Board of Directors of NCJP voted to take a position against the construction of the arterial street from Forest Hills to Jackson Square and in favor of the full depression of the relocated Orange Line.

An all volunteer run petition drive resulted in over 1600 Jamaica Plain residents signing petitions in support of NCJP's position on the arterial street and the depression of the new Orange Line.

III ARGUMENTS IN FAVOR OF FULL DEPRESSION OF THE RELOCATED ORANGE LINE

The following are the arguments in support of NCJP's position of full depression of the relocated Orange Line.

1. Barrier Effect - The neighborhoods of Jamaica Plain have long been separated by the railroad embank.

The elevated structure coming down with the relocation would also have a very positive influence. However, NCJP does not wish to see the "barrier effect" maintained by a"semi-depressed" Orange Line which would limit access and separate neighborhoods visually and psychologically. Full depression of that line is needed to unite neighborhoods long separated by the embankment.

2. Takings - The state's modified -depressed proposal would require additional takings of homes and businesses in Jamaica Plain. NCJP isopposed to additional takings. Enough hardship was caused by takings for I-95 and the fully depressed alternative can be built without further takings.

3. Spreading of Blight - The additional takings and barrier effect of the semi-depressed altenative would increase chances of the spread of blight. The line of blight must be held and removed, not moved further and further into the neighborhoods.

4. Disruption of Traffic Flow - Access and traffic flow would be made more difficult by the overpasses required by the state's modified depressed alternative. Pedestrian access is important in Jamaica Plain since many people do not own cars. Senior citizens, for example, would have to walk up and down "hills"

created to pass the "modified depression" instead of being able to walk on level ground with the fully depressed tracks.

5. Noise - The semi-depression would result in higher levels of noise pollution than the full depression. We question the method of arriving at the EIA's estimate of 62 dba. Instead of the average noise level it would be relative to project the peak levels and frequencies. NCJP argues that the noise level of the modified depression would be worse than the EIA says it would.

6. Economic Impact - It has been estimated that the difference in construction work between the semi- and fully depressed alternatives is 9000 construction jobs. This amount of work would be a boon to the state, city and neighborhoods' many unemployed workers.

7. Other arguments -

a. The semi-depression would limit the flexibility of development that may be desired by the neighborhoods because (1) air rights development would be limited; (2) possibility of future decking would be limited.

b. Under the fully depressed alternative, catenary wires would be installed without an EIA while one would be required in the semi-depressed alternative.

IV DISCUSSION OF ARGUMENTS GIVEN IN FAVOR OR THE SEMI-DEPRESSION

1. Cost Argument - The state argues that the full depression would be too costly. NCJP's arguments against the position are:

a. The consultants used the highest groundwater level as a base for estimating costs of fully depressing the Orange line, that is, they used the worst possible case. In fact the groundwater level varies and using the highest level as a base would overestimate the costs of full depression.

b. The original project (I-95 with tracks on median) was projected to cost $600 million. The full depression would cost less than the original $600 million corrected for inflation.

2. "The details can be worked out" - The state's Southwest Corridor coordinator has said that if the modified depression is included in the capital grant application, that details could be worked out to the satisfaction of the neighborhood. NCJP's position is that the neighborhood should be in the position of having funds available for the full depression and cutting backin some places if the impacts are acceptable to abutters.

3. Disposal of Extra Dirt - One person testified that the modified depression should be built since the full depression would result in much more dirt being hauled through the neighborhood on trucks. We would like to point out that plans call for hauling dirt out by rail and, therefore, the argument is negated.

IV. NCJP'S POSITION ON THE PROPOSED ARTERIAL STREET IN JAMAICA PLAIN

NCJP opposes the construction of the arterial street from Jackson Square to Forest Hills. The reason's for this position are:

1. Barrier Effect - The same argument applies here as with the modified depression of the Orange Line: The arterial street would serve as a barrier between neighborhoods that need to be united. Access (for autos and pedestrians) moving east-west in the community would be imparied by the street, its traffic and signal lights.

2. Air and Noise Pollution - The increased traffic caused by the arterial would increase air and noise pollution in Jamaica Plain. The EIA states (p. 5-68) that, without new air pollution controls on cars or a transportation control plan in Boston that works, the arterial will cause carbon monoxide levels to exceed the maximum air pollution standards in several places in Jamaica Plain. Also, carbon monoxide levels at Green and Boylston Streets would be more than tripled by 1980. Noise pollution would be increased by the arterial as well. While noise increases are shown in the EIA for the "build arterial" alternative we questions the methodology used--NCJP believes the noise level with the arterial would be higher than that projected. For example, no study was done on the noise impact of eight intersections along the arterial in Jamaica Plain where there would be increased noise at these locations due to shifting and accelerating.

3. Increase in Traffic - The 36,000 cars carried daily by the arterial (p. 5-8, EIA) and the changes in traffic patterns caused by the arterial would have a very detrimental effect on the neighborhood. We would like to touch on several points.

a. No study was done on trucks and the arterial, even though many truckers have said it will become a major truck route.

b. Residential streets, perpendicular to the arterial, will see hav increases in traffic and congestion. This applies to the Brookside Neighborhood, the Sumner Hill Neighborhood, the Stoneybrook Neighborhood, the South St. Neighborhood and the Spring Park neighborhood. (p 5-8, EIA). These perpendicular streets would be used by commuters to get to and from the arterial. The methodology used in traffic projections, we feel, understates this, even though increases are shown. No projection was shown for Green Street between the arterial and Washington Street,even though, logically, there would be a great increase in traffic there with the arterial.

4. Safety - The arterial street would be a safety hazard for children (p 6-31, EIA). Jamaica Plain is a residential neighborhood. Its future strength lies in its ability to attract and keep families. Building a road that would be unsafe for children would hurt tremendously.

5. INconsistency with Transit Policy - The stated policy of Massachusetts is to increase tranit ridership. Building a road for commuters, right next to a new transit line, contradicts this policy.

6. Local Decision Making - Secretary of Transportation, Salvucci, has publicly stated that the arterial street issue in Jamaica Plain would be decided locally--that Jamaica Plain residents would have the major voice. Therefore, we ask that the following testimony of outside groups on the arterial would be disregarded:

1. Water Ryan
2. Harry O'Donnell
3. J. F. Davoren
4. Larry Sullivan
5. Fred Hansen
6. Don Berry
7. Joe Schwartz
8. William Kane

All of the above are representatives of trade unions or contractor's associations. We are not against such groups but we are in favor of the state's honoring Mr. Salvucci's commitment that local peoplewould decide the Jamaica Plain arterial street issue.

7. Undesirable Development Fostered by the Arterial - The amount of land for development in Jamaica Plain's segment of the Southwet Corridor is essentially the same with or without the arterial street. However, the street would attract the kind of development considered undesirable by NCJP, that is, auto oriented commercial development, such as fast food outlets, gas stations, etc.

V. COMMENTS ON ARGUMENTS PRESENTED IN FAVOR OF THE ARTERIAL STREET.

1. Some persons testifying argued that the arterial would relieve traffic from the local residential streets. On this argument we wish to comment as follows:

a. traffic on east/west residential streets would be increased;

b. Alternatives to the arterial should be considered; such as:

(1) upgrading the Seaver St/Columbus Ave./Blue Hill Ave. corridor. This already is an arterial and is not as heavily residential as the proposed route of the Jamaica Plain arterial.

(2) plans being formulated by a group of local residents (contact Mr. Stuart Robbins) to relieve local streets without an arterial should be considered. Also, it must be realized that Washington St. without the elevated structure would and could carry much of the traffic now borne by Amory and Lamartine Streets if the arterial is not built. This situation can be equated with the developments of a parallel situation on Main St, Charlestown, Mass.

2. Testimony that the arterial would generate construction jobs. It is true that construction work would be generated by the road. However, the neighborhood would suffer the consequences for many years. An alternative approach, which would generate more construction jobs would be to fully depress the Orange Line.

3. It was argued by some persons testifying that the arterial road would be good for the neighborhoods' economy. However, as stated above, it is likely that the kind of development stimulated by the road would be auto-oriented and undesirable.

4. The argument was presented that the arterial should be built as a substitute to the current blight and to prevent undesirable development, such as heavy industry. However, this fails to take into consideration the following:

(a) there is essentially the same amount of land for development with or without the corridor;

(b) once the period of uncertainty is over desirable development or open space park land could take place on corridor land;

(c) heavy industry would be much more likely to be attracted with the arterial road (for truck, access, etc.)

5. Some residents testified the arterial would solve the access problem for emergency vehicles on other local streets. We question whether this is a real problem--no fire or police department testimony on this as a problem was heard even though a representative of the Mayor "spoke for all city departments."

6. Testimony was given by representatives of five groups who have not participated in the state meetings (we request that attendance records be checked) We also question whether in fact these groups have real constituencies or memberships. Therefore, we request that testimony of the following groups in favor of the arterial be disregarded, and be considered as individual testimony as we do not question the right of individuals to testify.

1. Lamartine Boylston Civic Assn.
2. Lamartine/Atherton, Mozard Civ. Assn.
3. Ward 11 Civic Assn.
4. ABCD Civic Assn.
5. Forest Hills Public Improvement Comm.

VI. NEW MEMORANDUM OF AGREEMENT

We wish to express our support of a new written agreement between the community and the state which would include neighborhood "write off" for state controlled development parcels in the Southwest Corridor of Jamaica Plain. Our specific proposal would have each parcel identified. The neighborhood directly abutting this parcel and receiving the most impact from the development of the parcel would participate in any developmental plans and have a final "write off" or approval of the land use. The exact geographic periphery of each parcel affected could be negotiated prior to the completion of any agreement between the community and the state. This formalization of guideles procedures and the actual geography of the affected areas would enable the state and the community to participate in a functional process which would benefit the occupants and abutters of the impacted areas. Thus, any particular

neighborhood would have a method or vehicle to express their particular concerns as to the disposition of any state controlled developable property. We would like to submit a specific proposal upon approval of this concept by the state, and request herewith an official response.

A P P E N D I X

MEMBER GROUPS WHICH TOOK POSITIONS AGAINST THE JAMAICA PLAIN ARTERIAL IN FAVOR OF FULL DEPRESSION OF THE ORANGE LINE

Jamaica Plain Tenants Action Group

Parkside Neighborhood Association

Jamaica South Neighborhood Association

Fordham Court Tenants Association

Stoneybrook Neighborhood Association

Hennigan Community School Council

Jamaica Plain Wide Health

Hampstead Road Neighborhood Association

Brookside Family Life Center

Chestnut Avenue Block Club

Boynton Street Neighborhood Association

Ecumenical Social Action Committee

Lawndale Neighborhood Association

Jamaica Street Block Club

Over 400 individual members

MEMBER GROUPS WHICH DID NOT TAKE A POSITION ON THE ISSUE:

Jamaica Hills Association

Centre St. Businessmen's Association

Egleston Square Business Men's Association

Jamaica Plain Kiwanis

To the Ad-Hoc Coalition of Jamaica Plain Neighborhoods and Residents:

Article II - Section 1 of these proposed by-laws establishes the boundaries of what our proposed organization would consider to be Jamaica Plain and thus within its concern.

If you were to walk the boundaries of the section of Boston we call Jamaica Plain and wander within those boundaries, what would you see?

You would see a bautiful pond, an arboretum, beads in the emerald rosary of Olmstead Park: and, an ugly elevated structure and dilapidated trolleys.

Fine old houses and expensive new ones and abandoned ones and ones in the final stages of neglect.

And new lighting and parking lots and junk-filled ones.

And who would you meet? Old residents who count their presence here in generations and new ones who do so in months.

People whose native tongue is Spanish or Greek or almost any other, American Blacks and newly arrived Blacks from the Islands.

The question, then, that the By-Laws Committee addressed itself to was whether or not it could create a set of by-laws, guidelines really, for an organization which could represent a community so diverse in its racial, ethnic, economic and political being that that diversity seemed to be the only common thread running through it.

We don't know if we have succeeded. Time, as it does with all man's efforts to better his environment, will tell.

We hope we have created a structure within which the ultimate strength of the Community will establish itself; and that strength is the fact that, despite our differences, in the final instance, our problems are really the same.

Respectfully submitted, the By-Laws Committee of the Ad-Hoc Coalition of Jamaica Plain

Neil Savage
Eleanor 'Peacock'
Gerry Leon
Jack Plunkett
Ronald Hafer
Richard Norton
Helene Leary
John McClure
Vivienne Thomson
David White
Philip Block
Kathy Hennessy

Section 1 - The name of this organization shall be the

ARTICLE II DISTRICT BOUNDARIES

Section 1 - The jurisdiction of the Organization shall be the district beginning at the junction of Huntington Avenue and South Huntington Avenue, down to Heath Street, and up to Heath Street to Columbus Avenue, along Columbus Avenue to the edge of Franklin Park and through the cemeteries out to Bourne Street, to Catherine Street, down Catherine Street to Florian Street, along Florian Street to Hyde Park Avenue, north on Hyde Park Avenue to Brookway Footway; follows Archdale Road to Bussey Street; up Walter Street to Centre Street to Allandale Street, along the Brookline Town line, to the junction of Huntington Avenue and South Huntington Avenue.

ARTICLE III PURPOSE

Section 1 - The purpose of this Organization is to improve conditions of life within the boundaries of its jurisdiction. The objectives are as follows:

a. To provide a way for citizens and the member organizations to participate in the shaping of their own community life.
b. To determine the important needs and problems of the community.
c. To enable the entire area to marshall all of its forces and coordinate all of its efforts toward coping with and solving community problems.
d. To sustain maximum citizen participation.
e. To solicit, receive and utilize donations and grants of money, property or service from an individual, group, corporation or agency, whether public or private for the purpose set forth herein.

ARTICLE IV MEMBERSHIP

Section 1 - There shall be four categories of Membership in the Organization:

a. Individual Membership consisting of those who are residents within the district boundaries of the Organization and have attained the age of 18 years. Such Individual Members shall have the right to vote at any and all General Meetings of the Organization and to hold office in the Organization and to be members of the Executive Committee.

b. Neighborhood and Tenants Associations consisting of any valid group with ten or more members in good standing organized to work for and represent the interest of any recognizable neighborhood or tenants group within the boundaries of this organization.

Each member in good standing of every such Neighborhood and Tenants Association which is affiliated with this Organization shall have one vote at each and every General Meeting of this Organization and shall be entitled to send one delegate to the Board of Directors, to hold office in the Organization and to be members of the Executive Committee and the Standing Committees of the Organization.

c. Business Associations. Each such Association, formed for the promotion of the interests of the business community within the boundaries of this Organization, shall be entitled to membership in the Organization and shall have one vote at any and all General Meetings of the Organization and shall be entitled to hold office in the Organization and to be members of the Executive Committee.

d. Other organizations, whether public or private, formed for the specific purpose of fulfilling a need not inconsistent with the purposes of this Organization as set forth in Article III of these By-Laws within the boundaries of this organization, shall be entitled to membership in this organization and to one vote at each and every General Meeting of the Oraganization, to hold office in the Organization and to be members of the Executive Committee.

e. No person who is not a resident within the boundaries of this Organization shall be entitled to vote at any meetings of this Organization, its Board of Directors, Executive Committee or Standing Committees.

f. No person, regardless of the category of his membership, shall be entitled to more than one vote at any General Meetings of this Organization.

ARTICLE V DUES

Section 1 - Dues shall be ten ($10.00) annually for each Neighborhood and Tenant Association, Business Association and each Organization as defined in Article IV, Section 1 (d); two ($2.00) annually for each Individual Member and one ($1.00) annually for each member of Neighborhood and Tenants Associations.

Section 2 - Dues are due and payable at least ten (10) days before the Annual Convention.

Section 3 - The Executive Committee may, in its discretion, waive the payment of dues for one year for any member, except that any subsequent waiver of said dies must be approved by the Board of Directors.

ARTICLE VI MEETINGS

Section 1 - General Meetings

a. There shall be two (2) General Meetings of the Organization annually; the first, to be designated the Annual Convention, shall be held at a time and place chosen by the Board of Directors, on the third Saturday in September of each year.
b. The second General Meeting shall be called at a time and place chosen by the Board of Directors, on the thirds Saturday of April of each year.

Section 2 - Special Meetings. Special Meetings of the entire Membership of the Organization may be called at any time by unanimous consent of the Executive Committee with the approval of the Board of Directors by a majority vote of those present and voting.; by the Board of Directors by a vote of two-thirds (2/3) of the members present and voting; or by petition of Individual Membership, provided the number of Individual Members so petitioning constitutes a number at least twenty-five (25%) percent of the number of Individual Members present and voting at the last proceeding General Meeting.

Section 5 - The Board of Directors and the Executive Committee shall draw up an Agenda for the Annual Convention, considering carefully any suggestions for that Agenda it has received from the members of the Organization, and cause the Agenda to be forwarded to all members of the Organization at least fifteen (15) days prior to the Annual Convention.

Section 6 - Any items offered by any member to the Organization which have not been included on the Agenda or have not been acted upon by the members of the Organization at the Annual Convention, shall be taken up under the heading of New Business at the next meeting of the Board of Directors.

Section 7 - Any Individual Member of the Organization who wishes to attend the Annual Convention and vote must pre-register with the Membership Committee within the period of time prior to the Convention as the Membership Committee may require.

Section 8 - Each Neighborhood Association and Tenants Group shall submit to the Membership Committee at least thirty (30) days prior to the Annual Convention, a list of those members of its Organization who wish to attend and vote at the Annual Convention along with the name of its delegate to the Board of Directors.

Section 9 - The Business Associations and other organizations which are members of the Organization and wish to attend and vote at the Annual Convention, shall submit the name of their delegate at least thirty (30) days prior to the date of the Annual Convention.

Section 10- Any resident of Jamaica Plain or other person or organization having business within the jurisdiction of the Organization who may not be represented at the Annual Convention, may submit to the Board of Directors of the Organization in writing any request, proposal or information they wish at least fourteen (14) days prior to the Annual Convention, and if the Board of Directors decides that such matter or matters so submitted are of import and moment said matter or matters shall be included in the Agenda for the Annual Convention under the heading of New Business, except that any such matter or matters not so included shallbe taken up under New Business at the next regular meeting of the Board of Directors.

Section 11- The Corresponding Secretary shall cause to be included in the Jamaica Plain Citizen and any other publications the Secretary deems necessary a summary of this Article of the By-Laws in the last edition of said paper thirty (30)days prior to the date for the Convention, and any subsequent additions the Secretary deems necessary or appropriate.

ARTICLE VIII - OFFICERS

Section 1 - The Officers of the Organization shall be a President, Vice-President, Recording Secretary, Corresponding Secretary, and Treasurer.

Section 2 - The duties of the Officers shall be as follows:

President whose duties shall be to preside at all General Meetings, and meetings of the Board of Directors and Executive Committee and to perform such other duties as are included in any assignments to him by the Board of Directors.

Vice-President who shall perform the duties of the President in the event of his absence, resignation, inability to perform his duties or removal from office, until a new President is elected and sworn, and shall perform such other duties as may be delegated to him by the President or the Board of Directors.

Recording Secretary who shall have the duty of keeping the minutes of all meetings of the Organization, and shall in general perform all duties incident to the office of recording secretary including the custody of all property of the Organization.

Corresponding Secretary who shall have the duty to be responsible for all correspondence directed to or emanating from the Organization, and shall be responsible for informing all members, committees and other interested parties of any and all regular and special meetings of the Organization and of the Annual Convention as called for in these By-Laws.

Treasurer who shall have charge and custody of all funds and securities of the Organization and shall deposit such funds in the name of the Organization in such banks and other depositories as shall be selected by the Board of Directors. The Treasurer shall keep or cause to be kept, complete and correct records of accounts; exhibit such records at reasonable times and upon the request of any Officer or member fo the Board of Directors, and shall render a statement of financial condition of the Organization upon request at any meeting of the Organization; shall prepare and file any forms required by any taxing or or supervising Governmental Agency; may be required, in the Discretion of the Board of Directors, to provide bond or surety, the cost of such bond or surety to be absorbed by the Organizationif so required, shall disperse all funds required by check, except that cash disbursements up to the amount of fifty ($50) may be used.

Section 3 - All Officers shall be elected for terms of one year or until their successors are duly elected and qualified. No Officer shall serve for more than three (3) successive one-year terms in any one office. No person may hold two(2) or more offices at the same time.

ARTICLE IX BOARD OF DIRECTORS

Section 1 - There shall exist in the Organization a Board of Directors consisting of one member from each of the member Neighborhood and Tenant Associations the members of the Executive Committee and the chairperson of each Standing Committee.

Section 2 - Each member of the Board of Directors shall have one vote at any and all meetings of the Board.

Section 3 - The Board of Directors shall meet monthly and at any other time they deem necessary for the conduct of their business.

Section 4 - The Board of Directors, in addition to any other powers granted to them by these By-Laws, may appoint as many working committees, other than the Standing Committees, as it deems necessary to the conduct of its business. Such committees shall be open to all the Membership.

ARTICLE X EXECUTIVE COMMITTEE

Section 1 - There shall exist in the Organization an Executive Committee consisting of the Officers, Chairpersons of the Standing Committees and three members elected from among the Membership of the Annual Convention.

Section 2 - It shall be the duty of the Executive Committee to supervise the day-to-day business of the Organization, to prepare an agenda for each meeting of the Board of Directors, the details of which shall be sent out to each member of the Board of Directors at least seven (7) days prior to such meeting. to carry out the directives of the Board of Directors and to be generally responsible to it for the well-being and effectiveness of the Organization.

ARTICLE XI RESIGNATION OR REMOVAL

Section 1 - Any member of the Executive Committee may resign at any time by giving notice of such intent in writing to the Board of Directors, Such resignation shall take effect upon receipt of such notice or at a later date specified therein. In the event of such resignation from any office, except the Presidency or Standing Committee Chair, the Board of Directors shall fill the vacancy until the next scheduled election for that office.

Section 2 - Any member of the Executive Committee may be removed by the adoption of a resolution to that effect by two-thirds (2/3) of the members of the Board of Directors, and such removal shall be subject to the approval of a majority vote of those members present and voting of the Membership of the Organization.

Section 3 - Any member of the Board of Directors may be suspended from membership in the Organization for a period of time or expelled from it for cause, such as violation of the By-Laws of this Organization or conduct prejudicial to the best interests of this Organization. Such suspension or expulsion shall be by a vote of two-thirds (2/3) of the members present and voting at a Special Meeting of the Membership called for such purpose.

Section 4 - No elected public official may be a member of the Executive Committee, a Standing Committee or the Board of Directors. Any member of the Executive Committee, Standing Committee or Board of Directors who files for nomination or election to a public office shall immediately resign from that Board or Committees.

ARTICLE XII STANDONG COMMITTEES

Section 1 - There shall be three standing committees: Nominating and Elections: Membership: and Community Issues. Each Standing Committee will have a minimum of five and a maximum of nine members. Members of the Standing Committees shall be elected from the members of the Board of Directors at the first meeting of the Board following the Annual Convention.

Section 2 - The duties of the Standing committees shall be as follows

Nominations and Elections Committee: Shall have the duty to establish guidelines and procedures for all elections: to receive and/or make nominations for such elections and to provide the necessary ballots to supervise said elections and to validate all results of elections.

Membership Committee: Shall have the duty to receive and review all applications for membership in the Organization and to recommend the acceptance or rejection of such applications to the Board of Directors. to aid and assist in the creation of new neighborhood organizations that might become members of the Organization and to monitor the continued viability of all Neighborhood and Tenants Associations as their continued effective existence might effect their eligibility for membership in the Organization.

Community Issues Committee: Shall have the duty to be concerned with any proposal, scheme law, amendments or exceptions to existing laws or regulations, , or any other matters which it deems to affect the Community, to report monthly to the Board of Directors as to the things its duties cause it to be concerned with, to represent or cause to be represented before any board, agency or other regulatory body the viewpoint of the organization.

It shall be incumbent on this Committee to recommend to the Board of Directord the creation of such working committees as it deems necessary for the carrying out od its duties.

ARTICLE XIII AUTONOMY OF MEMBER ORGANIZATIONS

Section 1 - The Organization shall not have any right or power to exercise control over the management of the affairs of any member organization.

Section 2 - The Organization shall encourage the formation of new organizations where needed within its jurisdiction and shall assist in such formation and in the process of strengthening member organizations.

ARTICLE XIV RELATIONSHIP TO AGENCIES, PUBLIC AND PRIVATE

Section 1 - The Organization recognizes the many public agencies Federal, State and City, that are now in existence or may be created in the future which are concerned with laws, regulations, and responsibilities, the exercise of which fundamentally affect the life of the Community. The Organization pledges its cooperation with such agenciesin the pursuit of the Organization's goals for the Community and will, through its proper committees, keep such agencies informed of the wishes of the Organization and render any assistance it can in the implementation of these goals.

Section 2 - The Organization recognizes very often that the attainment of its goals and the goals of its member organizations will require the resources, manpower and expertise of private agencies. The Organization shall, under the terms of its Corporate Charter, sponsor such agencies as it from time to time deems

necessary to carry out that charter. The Organization shall cooperate with all private agencies in the Community, whether sponsored by it or not, in the attainment of their mutual goals for the Community.

ARTICLE XV EXECUTION OF CHECKS AND PAPERS - AUDIT

Section 1 - Except as council may generally or in particular cases authorize the execution thereof in some other manner, all checks, drafts and other financial obligations made, accepted and endorsed by the Board shall be signed by the treasurer or in his sickness or absence by the President of the Board.

Section 2 - Unless the Council shall otherwise provide, all contracts or agreements of any nature whatsoever and all mortgages, leases, deeds, transfers, and other conveyances of the real or personal property of the Council shall be executed by two (2) persons, one of whom shall be the President, or a Vice President, and the other of whom shall be the Treasurer of RE-cording Secretary.

ARTICLE XVI GENERAL PROCEEDURES

Section 1 - "Roberts Rules of Order" shall cover in all instances not covered by the by-laws.

ARTICLE XVII AMENDMENTS

Section 1 - Any proposed amendments to the By-Laws of the Organizationmust be submitted to the Board of Directors which will in turn submit it to the next General Meeting of the Membership with their recommendations, which may accept or reject it by a vote of two-thirds (2/3) of the members present and voting. Prior to its being to a vote before a meeting of the Membership any proposed By-Laws amendment must be mailed out to the General Membership at least 15 days before date called for such meeting.

Section 2 - The Annual Convention shall take up, debate, and vote upon any proposed amendment to the By-Laws that has been submitted to the Board of Directors by at least five (5) voting members of the Membership, in time sufficient to be included in the call of the Annual Convention and Agenda called for in Article VII, Section 4(b). Any amendment so presented shall take effect immediately upon the approval of two-thirds (2/3) of the delegates present and voting at said Annual Convention.

[illegible] addresses [illegible] meeting of the Ad Hoc Coalition of Neighborhood groups meeting [illegible] at the Agassiz. [illegible] standing left is Donald Blake, who chaired the meeting [illegible] and [illegible] who took the minutes. The Coalition will hold another open meeting at 7:30 p.m., July 24 at the Agassiz School. (Seldin photo)

By LESLIE SELDIN

A motion to form an organization totally representative of Jamaica Plain passed by a majority vote last week, effectively establishing an alternative organization to the existing Jamaica Plain Community Council (JPCC).

The motion was passed at an open meeting of the Ad Hoc Coalition of Neighborhood Groups, where [illegible] people from various parts of Jamaica Plain met at the Agassiz to listen or take part in the voting procedure.

The Coalition, consisting of individuals and representatives from neighborhood groups throughout Jamaica Plain, was formed several weeks prior to the annual elections for the JPCC held June 19, to insure a broad-based representation on the council. The Coalition put together a slate of officers to run in the election.

According to Gilbert Lebourn, Coalition candidate for vice president, the JPCC changed both the time and place of the election on the [illegible] day the elections were to be held. [illegible] [illegible] amendments [illegible] [illegible] while [illegible] holding the election at 7:30 p.m. at the Agassiz School as previously announced, the elections were held at St. Thomas Aquinas [illegible] across the street from the school, at [illegible] p.m.

At 7:30 p.m. on June 19, when the elections [illegible] were originally scheduled, [illegible] the Coalition [illegible] [illegible] Agassiz School to protest what they perceived to be election irregularities.

The [illegible] held [illegible] the [illegible] council.

At the [illegible] meeting last Wednesday, [illegible] [illegible] what the [illegible] council [illegible] that proper [illegible] had been given the Agassiz School [illegible] the [illegible] election and that the JPCC By-Laws were [illegible] with [illegible].

[illegible] [illegible] that [illegible] [illegible] the By-Laws [illegible] Jamaica Plain needed an organization representative of the various needs and interests in the community. He contended that the community council was not [illegible] [illegible] [illegible] such a [illegible] for a new organization to be formed?

But other residents at the meeting [illegible] [illegible] working [illegible] the newly elected council, may [illegible] [illegible] interests [illegible] [illegible] council meetings.

[illegible] [illegible] of the JPCC [illegible] [illegible] By-Laws, [illegible] [illegible] the council [illegible] [illegible] neighborhood groups.

He [illegible] concern [illegible] the possibility of polarization that a new organization [illegible] [illegible] within the framework of the established community council would present a [illegible] of community unity.

Other residents countered that there were too many issues that needed immediate attention, such as mortgage disclosure and community development funds from the city. They argued that an umbrella organization with a broad-based representation should be formed immediately to work on the various problems.

The majority vote to form such an organization indicates an interest in forming a totally representative body for Jamaica Plain.

"We were willing to work with the community council," said Don Blake, the Coalition candidate for president, "but were not successful, so an organization sensitive to community interests is being formed."

A motion was also passed to form a By-Laws Committee to begin work on formalizing Coalition goals.

Don Blake will continue to chair meetings until elections are held. The next meeting of the Coalition will be at 7:30 p.m., July 24 at the Agassiz.

COALITION OF NEIGHBORHOODS

JP : IDEAS

invites all of Jamaica Plain to its

Second Neighborhood meeting.

*****On July 9, over 100 residents of Jamaica Plain gathered at the Agassiz Community School and resolved "TO FORM A NEW BI-CELLA ORGANIZATION, TOTALLY REPRESENTATIVE, ENCOMPASSING ALL OF JAMAIC PLAIN."*****

Jamaica Plain is inviting you to participate in shaping our new organization.

Help plan an open and representative election for all organizations and residents of Jamaica Plain.

Join the Bylaws Committee - set the purposes and procedures of the organization.

What are the problems in your neighborhood? How can we work together to solve these problems?

++

Date: Wednesday, July 23, 1975

Time: 7:30 P.M.

Place: Agassiz Community School

corner of Child St. and Centre St.

in the Auditorium

++

Information and transportation: 524-2565

FRED O. BLISS
25 PARKINSON STREET
NEEDHAM, MASS. 02192

July 13, 1976

Dept. of Transportation
Commonwealth of Massachusetts

To Whom It May Concern:

re: July 15, 1976 Meeting

I am opposed to the depression plan for relocating the trackage from Forest Hills to South Station because:

1. The existing embankment provides an excellent time-tested base for trackage;
2. Upgrading the existing trackage would be far less expensive than the proposed depression plan;
3. Arguments regarding the continuing division of the in-town neighborhoods by the existing roadbed are specious because the proposed protective fencing required for a depressed roadbed would still continue the divisive factor of the roadbed; and
4. Despite environmental reports regarding decibel levels, nothing short of relocation of the trackside tenants is going to solve that problem.

Very truly yours,

F O Bliss

The Commonwealth of Massachusetts
Department of Public Works
Office of the Commissioner
100 Nashua Street, Boston 02114

March 28, 1975

Dr. Walter Smith, President
Roxbury Community College
Roxbury, Massachusetts

Dear Dr. Smith:

I am writing to express the nature of our commitment to the location of the new campus at Roxbury Community College upon property controlled by the Department of Public Works between Roxbury Crossing and Jackson Square in Roxbury.

The Commonwealth's Secretary of Transportation and the Department of Public Works and our Southwest Corridor Coordinator, share a desire to convey lands formerly taken for the now demapped Interstate Highway 95 for the construction of your facility.

This proposed conveyance would be at no cost because we feel that it would be in the public interest.

However the transfer of title will be subject to the approval of the Public Works Commission, and the Governor and the Attorney General as required by law; also the Department plans to retain an easement or the Fee Simple to a strip of land being approximately 15 feet wide that may be required for a pending arterial highway at this location.

The Department is in the process of preparing a plan showing the proposed location of the strip of land in question and the parcel to be conveyed to your college for your review and comment.

Secretary Salvucci, Mr. Pangaro and I are quite anxious to move forward quickly with this development particularly in view of the wide spread support for this worthwhile project within the community. Please be assured of our cooperation and immediate attention to this matter.

Very truly yours,

JOHN CARROLL
COMMISSIONER

Harold Braham
Rox C C.

Architects and Planners

431 Marlborough Street
Boston, Massachusetts 02115
617 267-9585

JUL 15 1976

III-8

MEMO: 13 July 1976

TO: S.W. CORRIDOR COALITION

FROM: SAI

SUBJ: RCC/MODIFIED DEPRESSED

As requested, this memorandum will list the criteria for buildability of the proposed Rcc Site as it relates to road and rail construction within the Corridor.

1. SITE AREA

Historically, Mass Community Colleges have been built in non-urban areas on sites of 40 or more acres. The Massachusetts Regional Board of Community Colleges has expressed the concern that the proposed corridor site is not "size comparable" with this past experience. The three site variations being evaluated by the Architects provide 12.5, 17.5, and 21 acres, respectively. Each variation assumes the western site boundary to be the existing right-of-way of Columbus Avenue between Roxbury and New Heath Streets.

CRITERIA

THE BOUNDARY OF THE PROPOSED ARTERIAL BETWEEN ROXBURY AND HEATH STREETS MUST NOT EXTEND FURTHER EAST THAN THE EXISTING LINE OF COLUMBUS AVENUE.

2. PROPERTY TAKINGS

RCC is committed to a "no taking" position regarding all owner occupied properties and a "minimum taking" position to community owned properties.

CRITERIA

LAND FILL AND/OR ALIGNMENT REQUIREMENTS OF THE PROPOSED ARTERIAL MUST NOT REDUCE THE BUILDABLE AREA OF THE RCC SITE SUCH AS TO FORCE EXTENSIVE COMMUNITY OWNED OR OWNER OCCUPIED PROPERTY TAKINGS FOR COLLEGE USE. IF EXCESS CONSTRUCTION COSTS, SUCH AS EXTENDED FOUNDATIONS AND RETAINING WALLS ARE REQUIRED TO ACHIEVE THE EXISTING BUILDABLE AREA WITHOUT TAKINGS, SUCH COST MUST BE BORNE BY THE ARTERIAL CONSTRUCTION.

3. SITE ACCESS

RCC is committed to provision of vehicular access from Columbus Ave. (west) only, with limited vehicular contribution to Centre Street and other right-of-ways within Highland Park (east).

CRITERIA

VEHICULAR ACCESS TO PARKING, STUDENT DROP-OFF, AND COLLEGE SERVICES FROM THE COLUMBUS AVE. (WEST) MUST BE MAINTAINED AT ALL TIMES DURING THE ARTERIAL AND RAIL CONSTRUCTION. IN ADDITION, THE CONSTRUCTION PROCESS SHOULD NOT HAMPER THE NORMAL FLOW OF VEHICULAR AND PEDESTRIAN MOVEMENT TO AND FROM THE COLLEGE DURING OPERATING HOURS.

The above conditions must be met in both depressed and modified depressed alternatives. The modified depressed alternative offers a design opportunity for a direct pedestrian tie-in from the sidewalk level of the proposed arterial to the first occupied level of the proposed College. Lower levels are devoted to parking.

cc: T. Pangaro
W. Smith

Testimony Submitted by Mr. Vinello

TESTIMONY OF SENATOR EDWARD W. BROOKE AT THE PUBLIC HEARING ON CAPITAL GRANT APPLICATION FOR SOUTHWEST CORRIDOR DEVELOPMENT PROJECT - JULY 15, 1976

I am delighted to have this opportunity to express my enthusiasm for the Southwest Corridor Development Project. I am convinced that the planning and construction of the Corridor can offer the entire nation a model for dealing with metropolitan growth and revitalization.

The Southwest Corridor is no highway nor even a mixed transportation package. It is a microcosm of our metropolitan communities, a vital, ecologically sound part of the Boston environment. And I think it is important to appreciate what we have laid forth in this application.

Of course, there is the important economic contribution Boston can anticipate as a result of the fresh flow of workers and goods to and from the central city. This is critical to establishing a sound basis for creating jobs and moving products in this metropolis. The life of Boston, like that of other older cities, depends on such continued mobility and easy access.

But we are also stabilizing important residential neighborhoods. A strong, liveable Roxbury and Jamaica Plain are essential if the city is to function as a place people can make their home. West Roxbury and Back Bay are no less affected; the Corridor will provide important services and

amenities to insure the continued attractiveness of these delightful areas.

In fact, the genius of the project is that it will build an infrastructure on which the city can develop sound investments for a long and healthy future. Closely related to this achievement is the fact that the Corridor itself is not a place or a set of buildings, but, rather, a living link between our communities. This means that the suburbs, as well as the inner city neighborhoods, will have new ties to a variety of urban activities. To me, and to many others who MOVED FROM leave the city TO the suburbs, this will have special poignancy. My roots in Massachusetts were put down in Roxbury, the neighborhood perhaps most affected by the Corridor and its controversies. So I am especially aware of the artificial barriers thrown up between such communities and the metropolitan ring. And I certainly welcome growth which brings Greater Bostonians together more easily and naturally.

A project having such promise will become a model for the way we rebuild all of metropolitan America. The power of the Project idea is that it recognizes the organic nature of the living city. It fortifies the complex interrelationships among business, cultural, and personal activities. It gives new freedoms through new opportunities

while binding us ever more closely together. The Corridor Project will give us a more humane environment in which we can invest our energy and wealth for years to come.

For some months, I have been working with all parties to the planning process in order to expedite funding and the actual start of construction. I am aware that there are still some important substantive issues to be resolved. For example, I share the concern of the Corridor Coalition that the design and contours of the areas adjacent to the transportation corridor be so constructed as to enhance the environment of the area's residents and users. Furthermore, I, too, would want to be sure that that land is so prepared as to offer the most attractive development opportunities for community-related projects such as low and moderate income housing and recreation spaces. As I understand it, the MBTA and the State Department of Transportation have been most receptive to the substantive and procedural proposals of the Coalition, and we can expect early resolution of the outstanding questions. It seems to me that this fact alone illustrates to the Nation and to the Secretary of Transportation how Greater Bostonians have worked together for years on these tough and complicated issues in order to come up with this excellent proposal.

I trust that this same spirit of cooperation can extend throughout the coming stages of the Corridor's development. There are going to be thousands of jobs to enrich the life of this city. Clearly there is already unfortunate controversy over sharing these benefits. But I am convinced that we can devise a system in which black, white, oriental and Spanish-speaking workers can work side by side on this great addition to their own communities. Indeed, we must resolve this matter fairly. Our recent tragic interracial strife in this city is, in truth, caused more by universal economic hardships which is expressed perversely in other symbolic issues. All the impacted communities need these jobs for their residents. We can and must see that all get their fair share if we are to rebuild our beloved city.

I expect to continue working both to get this grant approved expeditiously and to encourage the supporters of this Project. I have received a number of letters from leaders of the business community as well as from important and respected non-profit groups. I would ask your permission that these be inserted in your record with my statement. In conclusion, I cannot reiterate too strongly how important I believe the Corridor Project to be and how much I look forward to working toward its completion. Thank you.

RICHARD ARTHUR BERENSON
[redacted]
26 Beech Road
Brookline, Mass. 02146

June 24, 1976

Senator Edward Brooke
Senate Office Bldg.
Washington, D. C.

Dear Senator Brooke:

I would like to express my long-felt belief in the vital necessity carrying through the Southwest corridor project to completion as a vitally neccessary part of the future planning for Greater Boston.

History has shown - and is still showing - that those cities which have properly developed their transportation facilities and them kept them in tune with the times, are the most likely to survive in these trying days for urban communities.

Boston has been fortunate in having a fine mass transportation system developed well before the rest of the country. Accordingly, the completion of the Southwest Corridor is an unparalelled opportunity to provide transit where it is badly needed, and is indeed an investment that will pay off handsomely in jobs and economic strength for the entire area.

With cordial good wishes,

Sincerely,

Richard A. Berenson

Action for Boston Community Development Inc.
150 TREMONT STREET, BOSTON, MASSACHUSETTS 02111
TELEPHONE: AREA CODE (617) 357 6000

June 24, 1976

Hon. Edward W. Brooke
2003 JFK Federal Building
Boston, Massachusetts 02203

Dear Senator Brooke:

This is to inform you of Action for Boston Community Development's strong support of the planned redevelopment of the Southwest Corridor. We see it as a unique opportunity to provide improved transportation to the South End, Roxbury and Jamaica Plain. These transportation improvements, in turn, will generate significant opportunities for economic and physical development in the impacted neighborhoods.

The proposed transportation construction in the Southwest Corridor would provide any number of badly needed construction jobs. The construction activity, through the multiplier effect, would lead to the creation of a significant number of jobs in other industries. During the course of this development, it will be important to take meaningful steps to insure full and fair participation by minorities and other neighborhood-based businesses. Similarly, equitable participation for minority workers in the construction projects must be insured.

The communities which are in and those which border on the Southwest Corridor will benefit more than just economically from the development of the Corridor. New housing opportunities, new educational opportunities, and new recreational opportunities will result from the development of the Corridor and will contribute to a marked improvement in the quality of life in these communities.

Sincerely,

Robert M. Coard
Executive Director

RMC:mr

Dr. EDWARD J. GOOH, *President*; MARY JANE ENGLAND, M.D., *Vice President*; JUANITA HARDING, *Vice President*; VERNON K. SPORT, *Vice President*; VIVIENNE THOMSON, *Vice President*; STANLEY N. WILLIAMS, *Vice President*; F. DOUGLAS COCHRANE, *Clerk*; ROBERT H. GARDINER, *Treasurer*; ROBERT M. COARD, *Executive Director*.

ROOM 2400
225 FRANKLIN STREET
BOSTON 02110

18 JUN 1976

June 17, 1976

Senator Edward W. Brooke
Room 2003
JFK Federal Building
Boston, MA 02203

Dear Senator Brooke:

I am informed that an initial grant of $39.7 million has been released by the U.S. Department of Transportation to get the Southwest Corridor construction underway, and that the next step is a public hearing on the Capital Application which is scheduled for next week.

As a resident of Canton, MA whose work is in the City of Boston, and accordingly dependent upon transportation along the Southwest Corridor, I would like to be recorded as whole-heartedly in favor of the project.

Apart from my personal commuting situation, it seems to me, as a citizen born and raised in the City of Boston, that the opportunity to eliminate the elevated rapid transit is one that deserves the support of all interested in the welfare of the City and the Metropolitan area. When I first started work as a lawyer in New York, I used to ride the 3rd Avenue El to the office. The contrast between 3rd Avenue, not to mention the neighboring territory, in those days and today is indeed striking.

For many years I have been interested in the activities of the Boston Citizen Seminar sponsored, as you know, by Boston College and the occasion for me to write this stems from a suggestion from John Galvin who is active in that organization.

Sincerely,

F. Douglas Cochrane

FDC/jds
cc John T. Galvin

CITY BANK & TRUST COMPANY

25 COURT STREET · BOSTON, MASSACHUSETTS 02108 · TELEPHONE (617) 742-3535

RUBIN EPSTEIN
PRESIDENT

June 17, 1976

Hon Edward W Brooke
United States Senate
421 Russell Senate Office Bldg
Washington DC 20510

Re: Southwest Corridor Project

Dear Ed:

I would like you to know I wholeheartedly support the Southwest Corridor Project.

As you know, Massachusetts has been hit hard economically in the past few years. Our unemployment is higher than the national average and our taxes are higher than in other parts of the country. Massachusetts needs to improve its economic climate and attract new business for the betterment of the people.

The Southwest Corridor is an important project which will provide desperately needed jobs, improve transportation, make Boston more attractive to industry, and at the same time help beautify the city.

I know that you will continue to work towards obtaining the Federal funds Massachusetts needs to undertake this project.

Best personal regards,

Sincerely,

RUBIN EPSTEIN
President

RE/jk

Citizen Seminar

BOSTON
CITIZEN
SEMINAR

Boston College,
Chestnut Hill,
Massachusetts 02167

SEMINAR PLANNING COMMITTEE

Chairman Thomas J. Galligan, Jr.
John L. Ahern
O. Kelley Anderson
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Gerhard Blecken
Ephron Catlin, Jr.
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Robert H. Ryan
William A. Schan
William J. Speers, Jr., Esq.
William H. Sullivan, Jr.
Donald J. White
Walter Muir Whitehill
Frank J. Zeo

28 JUN 1976

770 Boylston Street
Boston, MA 02199
June 28, 1976

Honorable Edward W. Brooke
United States Senate
Room 2003
JFK Federal Building
Boston, MA 02203

Dear Senator Brooke:

I am writing to be recorded as strongly in favor of the construction project in Boston known as the Southwest Corridor. It is desperately needed to help speed rapid transit and aid in the rehabilitation of a large section of the City. It is also important because it will provide thousands of temporary and permanent jobs at a time when we are reading little about our local economy that is not wholly negative -- i.e., five more Bay State firms, employing 2500 persons and doing hundreds of millions of dollars worth of business, are planning to move all or part of their operations out of the State.

Perhaps you saw in the New York Times of last Friday a page one story announcing the formation of a coalition to fight for the regeneration of the economy in our region. The problems cited were high unemployment, obsolete transportation systems (the "L" from South Cove to Forest Hills surely qualifies) energy shortages, slow economic development and high living costs. (The story specifically mentioned the closing of military bases, an announcement made regularly in Massachusetts and the rest of New England for the last several years.)

The article emphasized that although the seven states in the coalition have 22 percent of the nation's population, they received in 1975 only 14 percent of the federal aid for airport development and only 15 percent of federal highway expenditures.

It seems to me that with the federal grant of $300 million or more due to us for the construction in the Southwest Corridor we can begin, at least in a modest way, to redress the imbalance of federal attention to our region. I hope you will see to it that the red tape is cut away and that we get this money soon.

Sincerely yours,

John T. Galvin
Seminar Planning Committee

P. S. It was the consensus of the 400 civic leaders who attended our most recent Boston Citizen Seminar that they unanimously supported the Southwest Corridor project. I assume you have heard from several of them individually.

9/8 JUN 1976

State St. Bank

State Street Bank and Trust

State Street Bank and Trust Company
P. O. Box 351
Boston, Massachusetts 02101
(617) 786- 5071

June 28, 1976

Senator Edward W. Brooke
Room 2003
JFK Federal Building
Boston, Mass. 02203

Dear Senator Brooke:

As one who is very much interested in Boston and its economic and social vitality, I heartly endorse your effort on behalf of the Southwest Corridor project.

Its completion will remove a tremendous blight in Boston in that the Washington Street overhead line will come down. The construction of this new line hopefully will only be the first step in extending the "T" to Route 128 which will therefore relieve much of the vehicular congestion from the Southwest.

Between this new project and the extension of the "Red Line" to Route 3 in South Quincy, a terrific traffic burden will be relieved on the Southeast Expressway.

I encourage you to see this project through and hope the Department of Transportation finds the necessary monies to fund it.

With Best Regards,

Kevin C. Phelan
Vice President

ROBERT STURGIS FAIA ARCHITECT
TWO CENTRAL SQUARE CAMBRIDGE MASSACHUSETTS 02139
(617) 492-2323

22 June 1976

Senator Edward W. Brooke
Room 2003
JFK Federal Building
Boston, Massachusetts 02203

23 JUN 1976
24 JUN 19

Dear Senator Brooke:

At the good suggestion of John Galvin for the Boston Citizen Seminar, I am writing in support of the capital application for the Southwest Corridor. I also write as a member of the advisory group to the Southwest Corridor planning effort.

As the major rail route into Boston, the corridor is vital to the economy of the metropolitan area. In the past, the benefits of this functional necessity have been offset by the blighting effect which the railroad embankment has had on the areas of the city through which it has passed. The design for the corridor as approved by the Southwest Corridor Working Committee, with a fully-depressed railway is important for the future health of the city. Having reviewed the excellent work of the planning consultants in great detail, I can assure you that a compromise on this point will leave a barrier between neighborhoods as damaging as the present one.

The project should be done and it should be done well. I hope you will give it your full support.

Sincerely,

Robert S. Sturgis

Robert S. Sturgis

Boylston Lamartine Centre Civic Association

10 II-41

217 LAMARTINE STREET • JAMAICA PLAIN, MASSACHUSETTS 02130

ALBERT W. BUCHWALD
PRESIDENT

July 10,1976

Mr. Anthony Pangaro, Coordinator
500 Arborway
Jamaica Plain Ma 02130

Dear Mr. Pangaro:

We in the Boylston-Lamartine-Centre Civic Association feel strongly that that the best. interests of our community can only be protected only if a new M.B.T.A. line, Penn Central railroad, and an arterial street are built, and built quickly, as far as Forest Hills.

After witnessing the destruction of so many homes and the dislocation of so many families, followed by years of neglect of the vacant land in Corridor, this new project presents an excellent opportunity to improve the quality of our neighborhood, give us better M.B.T.A., police, and fire service, and drastically cut down the number of cars, with all their pollution, noise, and dangers to children, along Lamartine Street.

Our organization representing homeowners and residents most directly affected by what goes on in this corridor wholeheartedly supports the plan for rapid transit with the parkway or street.

Albert W Buchwald

ALBERT W. BUCHWALD
President

48 Prince St
Jamaica Plain
June 24, 1976

Mr Anthony Panigano

Dear Sir.

We were unable to attend the meeting on Tuesday We want the new Greenbelt Parkway to Forest Hills for Safer Streets

Yours truly,

Caroline M. Burns
John E. Burns
48 Prince St
J.P.

Thomas F. Bowers, Jr.
15 Grayfield Ave
West Roxbury, MA

I support a new Orange Line.

Madeline E. Bradley
37 Oakview Terrace
Jamaica Plain, MA

To the Committee:

I was listed as willing to speak. However, the lateness of the hour precluded my staying for the completion of the hearing. I wish to be recorded as a life long resident of Jamaica Plain in strong opposition to any arterial highway. I do support a totally depressed public transportation system to replace the orange line, with a further suggestion that peripheral parking facilities at the geographic and political boundries of the City of Boston be provided to impede automotice traffic increase to the core city. The property which was taken in Jamaica Plain would then provide space for pleasant family housing and enhance and improve the residential nature of our area.

ROCKY SPRING VALE CIVIC ASSOC.
6 SAINT JOHN ST. JAMAICA PLAIN MA. 02130
KEN BRAGG, PRESIDENT
TOM LYNCH, VICE-PRESIDENT

204 letters

July 9, 1976

Mr. Anthony Pangaro
500 Arborway
Jamaica Plain, Mass.

Dear Mr. Pangaro:

For many years Jamaica Plain has suffered the effects of crime, decay, and urban blight, the physical deterioration of homes and properties, and the exodus of residents and businesses to the suburbs. All of this has been compounded by the destructive impact of land-clearing that occurred in preparation for the construction of the proposed I-95 expressway. While the devastation to our community has been great, we now have the opportunity to rebuild Jamaica Plain in a manner that will improve the urban environment, renew the vitality of our community, and put an end to the steady loss of middle income residents and the tax base that they comprise. This can only be accomplished by the construction of the new Orange Line and Amtrak facility with an arterial street to Forest Hills. By implementing such a plan, public transit will be upgraded, public safety will be improved, our neighborhoods will be made more livable with less traffic, and noise on our streets, and the vacant desolation of the Corridor will be ended with the land put to productive use.

The Rocky Spring Vale Civic Association wishes to record itself as wholeheartedly in favor of the new Orange Line, railroad, and parkway.

Sincerely,

Kenneth C. Bragg

KENNETH C. BRAGG
PRESIDENT,
ROCKY SPRING VALE CIVIC ASSOCIATION

KCB/kr

ROTARY CLUB OF HYDE PARK

POST OFFICE BOX 68

HYDE PARK, MASS. 02136

July 15, 1976

Dear Mr. Pangaro,

On behalf of the Hyde Park Rotary Club, I would like to make a few remarks with respect to the proposed relocation of the Orange Line along the southwest corridor.

In principle, we favor this project of upgrading the rapid transit service to the communities directly and indirectly affected. In particular we see some possibilities arising out of this project which might have some benefit for the Hyde Park area.

Obviously the present Elevated structure is of limited value to Hyde Park because an extension to Cleary Square and Rte. 128 would be impossible. But with the relocation of Rapid Transit service along the southwest corridor, the possibility of extending rapid transit service to Cleary Square becomes an attractive and viable alternative in the future.

Such capital expenditures that, of necessity, will have to be made in Hyde Park, not only would create jobs, and provide badly needed improvement of Rapid Transit service for the Hyde Park community, but we can also envision the encouragement of commercial and residential investment along the whole length of the southwest corridor which would be beneficial indeed.

Although the extension of the Orange Line to Cleary Square and Rte. 128 is not a part of the present proposal, the relocation of the Orange Line at least makes this possible somewhere down the road.

For this reason, we favor the present proposal, and hope that long range planning would incorporate some thought to the possible extension of rapid transit to Hyde Park.

Yours truly,
Walter R. Collins,
President of Hyde Park Rotary Club

by

The Rev. Paul B. Bresnahan
Rector, Parish of Christ Church (Episcopal)

GILMAN

July 15, 1976

Southwest Corridor Development
8 Asticou Road
Jamaica Plain, Massachusetts

Gentlemen:

We are very much opposed to replacing the train service from Needham to Boston with any other form of transportation.

We are quite content with our train service and cannot see spending millions of dollars to give us something we do not want. If we wanted to commute by MBTA, we would have done so long ago.

Sincerely yours,

Mildred V. Gilman
18 Allenwood St., West Roxbury
Mildred V. Gilman

Elinor L. Briggs
196 Maple St., West Roxbury
Elinor L. Briggs

MORGAN MEMORIAL UNITED METHODIST
CHURCH of ALL NATIONS
333 TREMONT STREET, BOSTON, MASSACHUSETTS 02116 U.S.A. (617) 357-5777

June 29, 1976

The Board of Directors
The Massachusetts Bay Transportation Authority
45 High Street
Boston, MA 02110

To Members of the MBTA Board and
other interested persons:

At long last, after costly delays, all parties have studied all kinds of impacts on the Southwest corridor and the time for action has now arrived!

We support your application for a capital grant to construct rail facilities, both rapid transit and railroad, in the Southwest corridor. The proposal in our estimate, is a balanced program, providing much needed transit access to downtown, as well as convenient transportation within the neighborhoods and development of additional local parks, housing and open space.

Please proceed with all delibrate speed to accomplish this long awaited project.

If possible, we who are located in the South Cove area would like to have a turn around extention of the orange line and the South Cove Station completed during the first phase of construction, to enable shuttles of patrons in the downtown area, thereby increasing access to the theaters, the Tufts-New England Medical Center, The new Quincy School, Mass Pike Towers and the Church of All Nations.

Your consideration of this final comment, however, should in no way deter from proceeding rapidly on the entire project.

Sincerely yours,

Reverend Bradford H. Bryant

cc: Anthony Pangoro
BHB:lc

Pastor:
BRADFORD H. BRYANT

Minister of Youth:
JOHN W. EDGAR

Honorary Staff Member:
BISHOP BENNIE D. WARNER
P.O. Box 1010, Monrovia,
Liberia, West Africa

Pastors-Internes:
WALTER C. DILG, JR.
JAMES GRAY
JODY L. STILES
WESLEY D. WILLIAMS
JAN K. YARLOTT

JONATHAN E. CHASE, JR
Organist

LINDA EDGAR
Choir Director

MRS. CANDACE BROWN
Director, Urban Living Project

LENA R. FOGGIE
Church Office Secretary

JOHN A. ALLESSI
Custodian

Capizzo
G.A. ~~Capriro~~
1310133 Green St.
Jamaica Plain, MA

I'm in favor of the arterial highway to be constructed on the west side - but better than that would like to see the whole original S. West Corridor build as if was first approved. It is a known factor that 95 is needed to get traffic through the city though S. West Expressway is not sufficient to accommodate all the traffic going through the city. But the important thing is to stop talking about and get started immediately. We need the jobs, we need the people to work, and we definitely need the road and to take down the monstrosity that presently exists on Washington Street. So lets stop talking and take some action and not let some small faction groups slow down this impoetant development for the City of Boston and Jamaica Plain.

John M. Case
35 Lehigh Rd
Wellesley, MA 02181

Rather than having a hearing to discuss the subject of "curtailment", how about an "expansion" and an accompanying fare reduction (to get back some of the lost traffic - which your figures will show) to make rail service more competitive with buses and streetcars. The idea is to provide overall, integrated service so that the public is for once being served.

Grace Casey

July 20, 1976.

Dear Sirs

I would like you to know I have been for the road from the begining

I think this road will improve our transportation greatly

I have lived in Jamaica Plain since 1924. It was a fine place to live in I bought my home 1929 on 95-97 Sheridan St J.P.

I wonder what the dear old people who sacrificed their homes

on Lamertine St so the
road could be built
Time after time it has
come up and been
shelved So lets get going
to improve our Community
and build the road.

Mrs Grace E Odsey
95 Sheridan St
Jamaica Plain
Mass

9 Pond Circle
Jamaica Plain
Jan 22 1976

Mr. Anthony Pangaro,
Dear Sir:

We were not able to attend the hearing but wish to be recorded in favor of the proposed new Green Belt parking to Forest Hills, and a new M.B.T.A. orange line and new Amtrak railroad.

Most important is the need of quick action to prevent continuation of the complete destruction of Jamaica Plain.

I'm a resident of Jamaica Plain for the past fifty years I have observed the rapid change during the last eight years and think that all of Boston should be interested in stopping the trend to decay and neglect of this beautiful community.

Very truly,
Richard L. Casey

Janet Chaffee
12 Amory St

I oppose the arterial highway because it will bring noise and fumes and pollutions by people bring in my house who are outside and. . .

Th. TOWN OF NORWOOD

Director of Transportation
WILFRED C. CHESEBROUGH

20 HEATHER DRIVE, NORWOOD
TEL. 769-1754

July 15, 1976

My name is Wilfred Chesebrough and I live at 20 Heather Drive in Norwood, Massachusetts. My presence here and this statement are authorized by the Board of Selectmen of Norwood whom I serve as Director of Transportation and Designee to the MBTA Advisory Board.

The Town of Norwood joins other adversely affected towns in opposition to this Southwest Corridor project. Furthermore, we find it appalling that this disruptive plan is being put into effect so ruthlessly at the expense of so many people. They do not need another state inflicted burden to add to the rapidly escalating load they already carry.

Consider first that the project, in its present form, has lost the claimed social benefits, to the Roxbury and Jamaica Plain communities that were to be achieved by depressing.

Then consider the financially precarious position of the MBTA and the heavy tax burden it now inflicts on its member towns and the state.

Now consider the MBTA record of achievement, a dismal dirge of overspending, missed deadlines, and technical failures, that show no signs of improvement.

Nonetheless, the state and the T are charging ahead in this Southwest Corridor scheme. Somebody's priorities are out of order.

I do not believe that those who live and work in metropolitan Boston should sit idly by and watch the priceless railroad corridor be converted into a dusty, noisy strip mine for a period of several years while blight and deterioration infest more neighborhoods in Boston.

If this scheme, this horizontal Hancock Building, was being inflicted on Boston at the behest of the suburbs, the cries of protest should be loud and acrimonious. And justifiably so!

Obviously, this is not the case.

I do not accept that there is no alternative plan just because the proponents of this massive boondoggle cannot or will not think of one. There are too many valid contributions that have been curtly dismissed. The participative process has been subverted.

We must find a cheaper, less destructive, and faster program. This thing we have before us today is no solution. It is an unending series of unsolved problems, a transportation tar pit that will keep the bureaucrats and other remote observers happily engaged as long as the money holds out. For those of us who get stuck with it, the outcome is not so optimistic.

Wilfred C. Chesebrough

Wilfred C. Chesebrough

ADULT MEDICINE
DENTAL
EDUCATION
MENTAL HEALTH
OBSTETRICS
PEDIATRICS
SOCIAL SERVICES
SPEECH AND HEARING

II-6

BROOKSIDE PARK
FAMILY LIFE CENTER
3297 WASHINGTON STREET, JAMAICA PLAIN, MASS. 02130 TEL. (617) 522-4700

June 22, 1976

Southwest Corridor Public Hearing
c/o Anthony Pangara
South Street
Jamaica Plain, Mass. 02130

Dear Mr. Pangaro,

This testimony before the Southwest Corridor Public Hearing held by the Commonwealth of Massachusetts on June 22, 1976, is presented by Mr. Charles E. Cloherty, Center Director for the Brookside Park Family Life Center on behalf of the Policy Board of the Brookside Park Family Life Center. Of which the following officers are: Ellen Hafer President, George Hunt Vice-President, Carmen Garcia Treasurer and Fred Bunnell, Secretary.

Sincerely yours,

Charles E. Cloherty

Charles E. Cloherty
Center Director

CC/sb

STATEMENT

The Brookside Park Family Life Center is a comprehensive neighborhood health center located in the eastern portion of Jamaica Plain at 3297 Washington St., Jamaica Plain, Mass. The services provided by the Family Life Center include ambulatory health and social services, including the following: adult, and child medicine, obstetrics and gynecology, dental services, mental health services, speech and hearing services, social services. These services are provided by primary health care providers including internists, pediatricians, obstetricians, nurse practitioners, dentists, hygenists, psychiatrists, psychiatric nurses and other support health care staff. Services are provided to a registered cliental of 17,000 individuals, 98% of whom live in Jamaica Plain. During the current year we will provide approximately 36,000 patient visits in all of the above services.

Since its inception the Policy Board of the family life center has been working to improve the health and well being of the residents of Jamaica Plain through corrective ambulatory care and primary care and preventive health and social services. The philosphy of the Family Life Center is to improve the entire well being of the Jamaica Plain population, including social, mental and physical health.

For the above reasons the Policy Board feels that it is mandatory that it make a stand on the proposed construction and development along the Southwest Corridor. Previous testimony has been submitted to the Commonwealth of Massachusetts and presented at previous hearings concerning the construction and development of I 95. The Policy Board of the Family Life Center is opposed to any road construction through Jamaica Plain. Among the reasons for this position include the fact that many of the clients who receive services of the Family Life Center are from both sides of the Southwest Corridor and the construction of a road would impose a physical barrier which would prevent them from easily getting to the Family Life Center. This conflicts with the purpose of having neighborhood health centers which is to have health care which is easily accessable. In addition, road construction as it has been previously testified, would have a severe impact on the health environment. During the construction phase there certainly would be disruption but more importantly the continued adverse impact from pollution caused by automobile traffic. There has been previous testimony at several similar hearings, illustrating that lead levels in children is related to automobile traffic. To raise this threat at a time when we are spending millions of dollars controlling and testing for lead poisoning would have a cancelling out effect. In addition, at a recent medical meeting papers were presented demonstrating that the automobile was a leading cause of injury and death in the United States. Building additional roads which would encourage the increase use of vehicles when alternative means are available also seems contridictory to efforts being made in the health care field.

Based on those above reasons I would like to reiterate that the Brookside Park Family Life Center Policy Board is completely opposed to any road construction in the Southwest Corridor. Concerning the issue of raised or depressed transit, I will refer to my previous comments concerning the division of Jamaica Plain.

they are opposed to a

It is the opinion of the Policy Board that any construction is undertaken that will either continue or maintain a physical dividing barrier point, such as the raised transit will, ~~then the Board also opposes that construction~~.

In conclusion, the Board would like to be recorded in support of construction performed in the Southwest Corridor which will: 1) Increase the ability of residents to get from one side of Jamaica Plain to the other. 2) Not increase or encourage automobile traffic but infact discourage it and 3) Provide space for housing and economic development. The Board believes that this will enalbe the residents of J.P. to increase their health and well being socially, mentally and phsyically.

R. Britton Colbert
1010 Brush Hill Rd
Milton, MA 02186

MBTA -

As a supporter of public transportation I would like to go on record that I support, use, and encourage others to use all forms of public transportation. Furthermore, I encourage the expansion of service, for the Franklin local as well as the Penn Central Line. Public transportation is the way of the future that is available to us now.

Telephone
Hamilton 468-1877

Battista Clemenzi Plastering Co., Inc.

Plastering Contractors

86 MEYER ROAD, HAMILTON, MASS. 01936

June 14, 1976

Anthony Pangaro, Development Coordinator
Southwest Corridor Development Project
Executive Department
8 Asticou Road
Boston, Massachusetts 02130

RE: MARKET DEVELOPMENT - SOUTHWEST CORRIDOR PROJECT
SOUTH COVE TO FOREST HILLS RELOCATION

Gentlemen;

We emphatically support the advancement of the above captioned project. We feel that this is an extremely important project and wish we could write more to help this cause.

Very truly yours,

BATTISTA CLEMENZI PLASTERING CO., INC.

John B Clemenzi Jr
Pres.

JBC/ovc

Action for Boston Community Development Inc.
150 TREMONT STREET, BOSTON, MASSACHUSETTS 02111
TELEPHONE: AREA CODE (617) 357-6000

July 16, 1976

TESTIMONY OF ROBERT M. COARD
EXECUTIVE DIRECTOR
ACTION FOR BOSTON COMMUNITY DEVELOPMENT

Action for Boston Community Development, as Boston's official anti-poverty agency, represents eleven service neighborhoods in the City of Boston. Amongst those neighborhoods are the South End, Roxbury-North Dorchester, Parker Hill-Fenway, and Jamaica Plain. Accordingly, we are extremely concerned about what happens in the Southwest Corridor. Our constituents number an estimated 75,000 throughout the City and 35,000 in the Corridor.

ABCD has consistently supported development of the Southwest Corridor. Most recently, it has expressed that support in a letter from me to Senator Edward Brooke, a copy of which is attached to the testimony that I am submitting today. I do not want to repeat what appears therein, and I am here today mainly to emphasize ABCD's support for a number of points raised by the Southwest Corridor Coalition and others.

We support the full depression of the relocated Orange Line. The tenants of the affected housing project, all of whom are constituents of our Agency, would only be the most direct losers if a semi-depression alternative is chosen. Considerations relating to future development in the Corridor also make this an undesirable idea. I believe it to be worth nothing that two successive State Administrations, those of Governors Sargent and Dukakis, have promised those who live in and adjoining the Corridor a fully depressed relocated Orange Line. Those promises should not now be reneged upon.

Dr. EDWARD J. GOON, *President;* MARY JANE ENGLAND, M.D., *Vice President;* JUANITA HARDING, *Vice President;* VERNON K. SPORT, *Vice President;* VIVIENNE THOMSON, *Vice President;* STANLEY N. WILLIAMS, *Vice President;* F. DOUGLAS COCHRANE, *Clerk;* ROBERT H. GARDINER, *Treasurer;* ROBERT M. COARD, *Executive Director.*

Also of deep concern to us is recognizing the economic benefit of Corridor development to those who live and work in those communities located in the Corridor. Specifically, we strongly support the commitment to set aside 30% of the dollar volume of construction contracts in the Corridor for minority contractors. We also strongly support the setting aside of 50% of all construction jobs in each neighborhood for residents of that particular neighborhood. People who live in the South End, Roxbury-North Dorchester, Parker Hill-Fenway and Jamaica Plain must benefit economically from the development of the Corridor. These set-asides appear to be a responsible way of insuring that the economic benefits of development accrue to residents of these communities.

The Southwest Corridor Coalition has set forth several other reasonably technical requests relating to such issues as sign-offs on land disposition and a re-negotiated memorandum of understanding relating to citizen participation. We support those points as well.

Thank you very much for your consideration.

##########

Attachment

Action for Boston Community Development Inc.
150 TREMONT STREET, BOSTON, MASSACHUSETTS 02111
TELEPHONE: AREA CODE (617) 357-6000

July 16, 1976

Mr. Anthony Pangaro
Central Transportation Planning Staff
27 School Street
Boston, Massachusetts

Dear Tony:

Please find enclosed herewith the testimony of Action for Boston Community Development's Executive Director, Bob Coard, in connection with the Southwest Corridor. Unfortunately, members of your staff and I were unable to arrange a mutually convenient time for me to present this testimony on behalf of Mr. Coard. Accordingly, I am now forwarding it to you.

Looking forward to seeing you soon, I am

Very truly yours,

Claude G. Lancome
Director
Social Services and
Economic Development
Department

Enc.
CGL:mr

cc: Mr. Albert Bishop Executive Director S.W. Corridor Coalition
Mr. Robert Coard Executive Director ABCD

Dr. EDWARD J. GOON, *President;* MARY JANE ENGLAND, M.D., *Vice President;* JUANITA HARDING, *Vice President;* VERNON K. SPORT, *Vice President;* VIVIENNE THOMSON, *Vice President;* STANLEY N. WILLIAMS, *Vice President;* F. DOUGLAS COCHRANE, *Clerk;* ROBERT H. GARDINER, *Treasurer;* ROBERT M. COARD, *Executive Director.*

Catherine A. Conroy
...inal Institutional Unit
...357-1344
...25 High Street
...ston, Massachusetts 02110

Merrill Lynch
Pierce Fenner & Smith Inc.

July 9, 1976

To Whom It May Concern:

I wish to be on record as saying I think it would be a sad mistake to close the Back Bay Station and stop the Needham Commuter Trains -- I have ridden these trains for a period of 20 years, and wish to protest the depression plan.

Sincerely yours,

Catherine A. Conroy

Catherine A. Conroy
10 Orange Street
Roslindale, Mass. 02131

2/ That along this Route 128 Corridor, only one transit system -- the Orange Line Extension -- be constructed. To even consider constructing a separate system -- a so-called 'super-commuter-rail', with an investment of almost $40 million dollars, to serve only a few thousand riders, seems to me a gross mismanagement of the public monies. To even think of developing two separate transit systems, commuter rail for the rich and ~~Orange Line~~ electrified mass transit for the poor -- both to travel side by side along the same route and to almost the same destination -- ~~this feels immoral~~. seems to me utterly wrong

3. That the real rights of the urban dweller living along the transit system be protected and that a concern for serious environmental impact be demonstrated by ensuring that the system is fully depressed and that the embankments adjacent to the corridor are levelled.

4. That half the jobs on the project be reserved for resident of the communities along which the transit will pass and that at least 30% of the dollar value of the construction contracts be set aside for minority contractors; and 30% of the jobs are filled by minority workers.

5. That there will be no construction of an "arterial road" through Jamaica Plain, nor other opportunities for the obiquitous auto to make further inroads into city living space.

I am grateful for the opportunity to participate in this open, ongoing, public process. It provides opportunities for private citizens such as me, to be exposed to professional, transportation planners and for the technicians and planners to become sensitive to community needs and to neighborhood values.

Ila R Cooper

STATEMENT OF FR. THOMAS D.CORRIGAN AT THE MBTA/DPW PUBLIC HEARING ON THE SOUTHWEST CORRIDOR PROJECT. JULY 15,1976.

I am Fr. Thomas Corrigan. I live at 65 London St., East Boston and have for several years been a member of private and public groups concerned about the Southwest Corridor. These groups include the Association for Public Transportation, the Greater Boston Committee on Transportation Crisis, the JRTC and the MAPC.

A decade ago, when I was assigned to a parish whose boundaries include part of the corridor/ some people from the string of communities along the corridor, and some advocates in government, after long hours of discussion and study, decided to takea risk.

The risk was to reject the conventional wisdom that bigger and better highways are good for everyone: good for urban communities as a focus for what some planners called creeping blight (while others called it their homes and neighborhood); good for suburban access to the city; good for business and industry as a generator of jobs and development. At that time, few were asking whether these so-called benefits were a one or two way street between city and suburb, and among various economic and racial and ethnic groups.

We took the risk and an unusual coalition of interests developed that led to a better planning process. That process, in turn, resulted in the farsighted balanced transportation policy of the Sargent administration. Today, a decade later, we are approaching theimplementation of that policy in terms of a revised transportation plan for the Southwest Corridor that emphasizes rail and rapid transit, moderate street improvements, and land use development that will be planned with the participation of the affected communities.

I believe that risk was worth taking and that the benefits will be worth the admitted costs. It hastaken altogether too long to reach the stage we are at today. New territory is being charted in terms of planning and participation and the process has been awkward, lengthy and totally satisfying to no one. Decision makers,often under political pressure to get things moving, [illegible] have, I am sure, been at times tempted to shortcut the participatory process. Representatives of various constituencies invited to participate, have, no doubt at times tried to draw out the process a bit too far in order to insure that their interests are locked into the consensus being sought. There have been breakdowns in communication and changes of position along the way. All of this is to be expected and is healthy. All of us will learn from it as this process is brought to completion and others are initiated.

I hope the state andfederal agencies involved will move now to provide the funds necessary for the final stages of this project. We need to move towards completion sothat our communities and our region can begin to realize the results of the policies that citizens have helped shape: policies that stress a balanced transportation system that enhances both our economic and our social environment.

Even at this late date, however, some serious concerns have been raised about several aspects of the present plan, i.e. the depth of the depression, the arterial road through Jamaica Plain, and the commitment to substantial affirmative action hiring policies within the communities impacted by construction.

I have been assuerd that submission of the aplication for funds will not jeopardize continuing dialogue about these issues, and it is onthat basis that I am supporting submission of the aplication.

I believe the question of thedepression is a key one. For ten years we have been talking about the preservation and development of these neighborhoods. That is what we took the risk for. That is why we have allowed another decade's delay in construction of something along the corridor. It would be a travesty of this process as well as of simple justice if at the last hour, we compromised our goals to save a few dollars or to simplify the engineering process. I urge continuing discussion to reach a consensus on this issue.

The same principles apply to the arterial. What are ten years of struggling and planning worth, if the end result is a highway that is somewhat smaller but will have potentially the same adverse impacts on the community that resisted its now aborted predecessor?

The issue of hiring practices being raised in several communities is a complex and potentially divisive one that demands the best efforts of men and women of good will on all sides of the issue. We must continue to try to find a compromise of consensus before positions harden and a stalemate is reached.

Today is a long awaited and exciting day for many people who have participated in all or part of the arduous task we set ourselves to ten years ago. We should be proud of that process, proud of our areas of agreement, respectful of one another's differences, and optimistic about our ability to resolve them.

Seeing that, theFederal government will, I hope, make available the funds needed to bring the project to completion.

Thank you.

AREA CODE 617 482-5080
CABLE ADDRESS "GENINVEST"

GENERAL INVESTMENT & DEVELOPMENT CO.
100 FEDERAL STREET · BOSTON, MASSACHUSETTS 02110

July 15, 1976

Mr. Anthony Pingaro, Coordinator
Southwest Corridor Development

Re: Southwest Corridor Project

Dear Mr. Pingaro:

We would like to go on record as being adamantly opposed to the Southwest Corridor Project which, among other things, would discontinue commuter train service to the Back Bay Station.

In this day when public transportation is seeking to gain credibility with the public, this action contemplated by the Southwest Corridor Project will do more harm than good. Not only will it create inconvenience to many commuters, but also it will result in a severe financial burden to the individuals concerned, who will have no alternative but to resort to the automobile for transportation to their place of employment.

It will also present an economic burden to businesses, such as our Windsor Gardens apartment community in Norwood, who rely very heavily on the accessibility of public transportation as an attraction to potential residents in the Town of Norwood. There are over 100 Windsor Gardens residents who use the Windsor Gardens station for commuting to work, a large percentage of whom terminate at Back Bay. We have spent a great deal of effort promoting public transportation from Norwood to Boston and many of our residents depend upon the service now being provided. At a time when we should all be expanding our efforts to reduce automobile usage, this is a major step backwards.

In summary, we feel that the liabilities of the Southwest Corridor Project outweigh the potential benefits. Plans for its implementation should be discontinued forthwith and the Back Bay Station should continue to remain open to serve the needs of the people.

Very truly yours,

Russell N. Cox, Chairman

THE NAME GENERAL INVESTMENT & DEVELOPMENT CO. IS THE DESIGNATION OF THE TRUSTEES FOR THE TIME BEING UNDER A DECLARATION OF TRUST DATED DECEMBER 28, 1969 AS AMENDED, AND ALL PERSONS DEALING WITH GENERAL INVESTMENT & DEVELOPMENT CO. MUST LOOK SOLELY TO THE TRUST PROPERTY FOR THE ENFORCEMENT OF ANY CLAIMS AGAINST GENERAL INVESTMENT & DEVELOPMENT CO. AS NEITHER THE TRUSTEES, OFFICERS, AGENTS OR SHAREHOLDERS ASSUME ANY PERSONAL LIABILITY FOR OBLIGATIONS ENTERED INTO ON BEHALF OF GENERAL INVESTMENT & DEVELOPMENT CO.

624 WALPOLE STREET • NORWOOD • MASSACHUSETTS 02062 • TELEPHONE: (617) 762-8282

Tim Fife Wind Gar

WINDSOR Gardens
AT NORWOOD

July 22, 1976

Mr. Anthony Pingaro
Southwest Corridor Project
Asticon Road
Jamaica Plain, Massachusetts

Dear Mr. Pingaro:

As you are aware, I attended the hearing on the Southwest Corridor Project held at the Massachusetts Diagnostic Laboratories on the evening of July 15, 1976. However, due to the number of speakers and the fact that the three to five minutes speaking limit was waived, I was unable to comment on behalf of my company and, in particular, on behalf of our residents at Windsor Gardens at Norwood.

Therefore, enclosed please find a statement from Mr. Russell Cox, the chairman of General Investment & Development Co., which company owns and operates Windsor Gardens at Norwood; we would wish the enclosed statement to be made part of the public record.

Very truly yours,

WINDSOR GARDENS

Timothy H Fife

Timothy H. Fife
Manager

THF:bac

Enclosure

THE GENERAL COURT OF MASSACHUSETTS
House of Representatives
Committee on Ways and Means
STATE HOUSE, BOSTON

REP. JAMES J. CRAVEN, JR.

JUL 26 4 52 PM '76

July 15, 1976

To the Hearings Officer of
The Combined Public Hearings on:
A. Transit Capitol Grant Application
B. Highway Location and Design
For the Southwest Corridor Projects

For nearly thirty years the people of Jamaica Plain and Forest Hills have had to face the uncertainty and suffer the consequences of government indecision regarding the Southwest Corridor. It was in 1948, the year that I was first elected to represent Jamaica Plain and Forest Hills in the Massachusetts House, that Governor Robert Bradford presented his comprehensive Master Highway Plan for the Boston Metropolitan area. Under this plan, the proposed I-95 Southwest Expressway would have bypassed Jamaica Plain instead it would have been built down Blue Hill Avenue in Dorchester to connect with the Neponset Parkway. At the same time, the Mayor of Boston, James Michael Curley, advocated the demolition of the Washington Street elevated and its replacement with an open cut subway running to Forest Hills. The Mayor's position was wholeheartedly supported by our late and beloved Archbishop, Richard Cardinal Cushing, who hoped that his Cathedral would again see the light of day. While the proposals to remove the El came to nothing, the plans for a Southwest Expressway were drastically altered to the detriment of the people

THE GENERAL COURT OF MASSACHUSETTS
House of Representatives
Committee on Ways and Means
STATE HOUSE, BOSTON

REP. JAMES J. CRAVEN, JR.

of Jamaica Plain and Forest Hills, my district.

In 1960, Department of Public Works Commissioner DiNatalie in the Administration of Governor Foster Furculo, announced that the route for the proposed I-95 expressway had been reconsidered, and it was their decision that an eight-lane elevated highway should be built on the site of the New Haven R.R. embankment through Jamaica Plain and Forest Hills. This action was followed a year later by the decision of Mayor Collins to create a major transportation corridor through Jamaica Plain and Forest Hills. The residents of Jamaica Plain and Forest Hills however, were completely unwilling to submit to the outrage that was being thrown against them. I paid for, personally, the circulars and the ads to alert the people. As a result, they fully understood that the building of the expressway would mean that families would be forced out of their homes, local businesses destroyed and a monstrous barrier would be erected to divide our community. We, the people, organized in opposition to the highway. In 1962, meetings were held, in which I participated at Hyde Park High School, the Timilty School, and the Roslindale Municipal Building to express community sentiments against the highway. Unfortunately, we lost and the decision to go ahead was made. Members of my community continued to struggle. I succeeded in inserting in the General Laws Chapter 724, the Acts of 1969, a law which mandated that all construction in the Corridor be depressed, rather than elevated,

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STATE HOUSE, BOSTON

REP. JAMES J. CRAVEN, JR.

to reduce noise and prevent a massive barrier from being placed in the middle of our community.

The original cost of the highway takings and some preliminary work was over 30 million dollars, but the toll taken was not only economic, but human and environmental. Land-taking for the expressway entailed the dislocation of 1,500 families, the destruction of hundreds of homes and businesses and the ruination of our local neighborhoods. Although plans for the highway were finally terminated by Governor Francis W. Sargent in 1971, the damage had already been done.

For over a decade now, the Southwest Corridor has remained vacant and desolated, a drain on the city's tax base, a source of creeping blight to the community, and a haven of arson and vandalism for our youth. The opportunity has now arrived to rebuild Jamaica Plain, Forest Hills and the entire Southwest Corridor area in a way that will upgrade public transportation increase public safety, maintain the value of our homes and improve the attractiveness of our neighborhoods. Therefore, I wish to record myself completely in support of the proposal to construct a new M.B.T.A. Orange Line Amtrack Railroad and arterial street to Forest Hills. With a strong

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REP. JAMES J. CRAVEN, JR.

request that we, the community have a definite say in the design of this entire project, in order to protect the safety of all of our citizens that I represent. The transportation problems of our area are complex, but this project will offer a solution that will correct the most severe and long-standing among these. Under this proposal the Washington Street elevated structure and the Amtrack Railroad embankment, two noisy eyesores that have long been symbols of the decay of the inner city, will be finally removed. In there place a modern, depressed, rapid transit and railroad line will be constructed in the Corridor. With stations at Forest Hills, Green Street, Boylston Street, Jackson Square, Roxbury Crossing, Northeastern University, Massachusetts Avenue, Back Bay and South Cove, this facility will provide commuters with better local service, improved downtown distribution and a faster, quieter and more comfortable ride. Also, it is important the M.B.T.A. provide adequate substitute service along Washington Street to replace the El. Moreover, designs for the new Forest Hills station include new terminal and storage facilities for streetcars, decked over for recreational purposes, thus guaranteeing that trolley service will continue on the Arborway Green Line. Even commuter rail patrons can look forward to additional railroad stations at Forest Hills and Ruggles Street.

THE GENERAL COURT OF MASSACHUSETTS
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REP. JAMES J. CRAVEN, JR.

It is vitally important, if we are to have a balanced transportation system, that this project include the extension of the arterial street with a greenbelt and bikepath to Forest Hills. A road is already scheduled to be constructed as far as Jackson Square, Under the no-build plan for Jamaica Plain and Forest Hills Amory Street is to be extended to Williams Street. Not to build the arterial street in Jamaica Plain and Forest Hills will result in a massive increase in the number of cars and heavy trucks on our local streets particularly Amory Street, Washington Street, Lamartine Street, Centre Street, South Street, Call Street, Forest Hills Street and the Jamaicaway. To build the street, on the other hand will cause a substantial decrease in the amount of traffic congestion, noise, air pollution and safety hazards on these streets and in our neighborhoods. The benefits of building such a street are enormous. They include:

* Increasing property values.
* Beautifying the area with a greenbelt--extending and protecting Olmstead's "Emerald Necklace" - our precious parks system through Jamaica Plain and Forest Hills. This project could build a park between the Arnold Arboretum and Franklin Park.

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REP. JAMES J. CRAVEN, JR.

* Depressing greenbelt parkway under Boylston Street, Williams Street and other streets to protect our school children and all the residents when crossing the new parkway
* Making local businesses more accessible and thus more viable.
* Making land more visible and thus more marketable.
* Improving police surveillance in and surrounding the Corridor.
* Increasing the speed of police, fire and ambulance service throughout Jamaica Plain and Forest Hills, most importantly increased safety for my people.
* Reducing the number of other trucks, delivery vehicles, moving vans and other service vehicles on our residential streets.
* Improving service on the Arborway line by cutting down congestion on Centre Street and South Street.
* Making homes and businesses along Washington Street more attractive by reducing traffic and removing the elevated overhead structure.
* And transforming Amory Street and Lamartine Street into local streets for neighborhood residents only.
* Providing increased overall safety for our children, elderly, in fact, all our citizens.

THE GENERAL COURT OF MASSACHUSETTS
House of Representatives
Committee on Ways and Means
STATE HOUSE, BOSTON

REP. JAMES J. CRAVEN, JR.

Not to build the road, however, leaving the vacant land available for massive industrial use, massive house projects, oil tank farms or state institutions would be nothing short of despicable, betraying the people of Jamaica Plain and Forest Hills who have waited so long and suffered so much at the hands of their government. The government has made a contract with my people and so far has failed to fulfill it, and my people deserve better.

We have now been told that it is virtually inevitable that the project will be built semi-depressed rather than fully depressed. While I personally would prefer a fully depressed line, I recognize the limitations of economic reality, in that to fully depress the line would mean the expenditure of nearly 600 million dollars of the taxpayers money and would entail numerous delays and difficulties in construction. With 10,000 construction jobs at stake and unemployment as high as it is, I urge that this long awaited project be gotten underway immediately as the first step in the rebuilding of Jamaica Plain, Forest Hills and this entire area of Boston.

Some will be opposed to this project, some for honorable reasons. There exists however, a small, self-serving minority,

THE GENERAL COURT OF MASSACHUSETTS
House of Representatives
Committee on Ways and Means
STATE HOUSE, BOSTON

REP. JAMES J. CRAVEN, JR.

whose origins are from outside of our community, who have a vested interest financial and political, in seeing that this parkway or in fact the entire project is not built, in seeing that the land is not used, in seeing that the problems of our community are not solved. This vocal clique, who make up in noise what they lack in numbers, attempt to portray themselves as representatives of the people. In that they are guilty of the most arrogant fraud. I urge that those in positions of authority in the state and in the federal government to listen to the true voice of the people - that of the homeowners and life-long residents who strongly support this entire project. The slow death of Jamaica Plain and Forest Hills must be halted. We must once again have a community as safe and as quiet and as pleasant to live in as we once had. I have one interest, that I have had all my life, namely, THE BETTERMENT OF JAMAICA PLAIN AND FOREST HILLS.

James J. Craven, Jr.

JAMES J. CRAVEN, JR.
State Representative

LEAGUE OF WOMEN VOTERS OF BOSTON
7 WATER STREET
Corner of Washington Street
BOSTON, MASSACHUSETTS 02109
TELEPHONE: 723-4583

II-7

LEAGUE OF WOMEN VOTERS OF BOSTON STATEMENT
PUBLIC HEARING HELD ON JULY 15, 1976
MASS TRANSIT CONSTRUCTION FROM SOUTH COVE TO FOREST HILLS

The League of Women Voters of Boston strongly urges approval of the proposals for the Southwest Corridor, provided they are in concert with the needs of the residents of: South Cove, South End, Roxbury, Jamaica Plain, Forest Hills, Hyde Park, Roslindale and West Roxbury.

The development of the Southwest Corridor provides the City of Boston with an opportunity to economically, socially, and environmentally rebuild an urban core section of the City.

Mass Transit

We recommend transit facilities be constructed which will include depressing three railroad, as well as two rapid transit tracks. If construction can be done from both an engineering and economical basis, we feel the tracks should be totally depressed -- either via tunneling or overhead grating. If this is not possible, we opt for a modified depressed accommodation.

With electrified power supply, extreme precautions are necessary along the track right-of-way to protect children, animals and users of the transit system. Thus, the transit corridor should be made environmentally secure.

With the depression of transit and rail facilities, aesthetic consideration can then be given to noise attenuation, shrubbery plantings, safety requirements, and architectural detailings; thereby considering the needs of abuttors, the handicapped and elderly, users and workers of the M.B.T.A.

We suggest that, when the realignment is completed, serious examination of transit alternatives be considered for residents of the South End, Roxbury, North Dorchester and Mattapan.

Back Bay Station

Proposal "C"

The Boston League recommends the use of buses - as outlined in Proposal C - as a means of connecting the Back Bay Station with South Station. This appears to us to be the most flexible way of providing commuter service through the heart of the City. Bus routes could be scheduled to tie into major shopping and working areas; i.e., from the Prudential Center, the Gardens and Commons, passing Tremont-Washington Streets, into the financial district, and finally to South Station. Express service may be a possibility during peak commuter hours.

Arterial Street

The arterial street segment from Ruggles Street to Jackson Square proposed in the plan to be "three lanes in each direction separated by a raised

continued . . .

(p. 3 summary)
median" should be constructed to provide for maximum usage for all residents of the Corridor. The segment from Jackson Square to Forest Hills should be built with a minimum amount of eminent domain acquisitions, and with such controls as to keep it from becoming a substitute for a major highway. The opportunity to improve the flow of traffic - as well as provide for sidewalks, cross-walks, signal lights at intersections, landscaping, bikepaths and lighting - is essential.

Green-Belt

We commend the use of green belts - incorporating bikeways - extending the Olmsted Park System out through Forest Hills.

Parking

As an encouragement for commuters to use mass transit, we feel adequate (but not imposing) parking facilities be constructed at Forest Hills and at Ruggles Street, in order to eliminate the use of residential streets as a commuter parking domain. A marriage of the automobile with mass transit is important. A policy decision not to increase parking demand at new stations is supported by the League; however, the League stresses the importance of suitable transit alternatives for commuting purposes.

continued ...

A viable and balanced transportation system within the Southwest Corridor will assist the industrial and commercial development, thereby economically helping the Corridor. An important facet is the need to incorporate workers on the project from the immediate neighborhoods in concert with union regulations. It is our hope that unions and neighborhoods can get together to find a common basis for agreement.

A prime need for the City's tax base is to increase job potential wherever possible. The Southwest Corridor development could be such a catalyst to provide employment opportunities during construction, and thereafter in the manufacturing and service industries, to those living within the Corridor.

The League of Women Voters of Boston began its study of the transportation situation in 1971, and has been actively involved through the years in supporting the concept of a balanced transportation plan and neighborhood participation in the Southwest Corridor. Thank you for the opportunity to present this statement.

Barbara Creedon
Transportation Chairperson

Beverly Mitchell, President
League of Women Voters of Boston

Ed Croty
Biltmore St
Jamaica Plain, MA

My house is within 100 yards of the corridor. I have hoped for and worked for this project for nearly 7 years. At this time I am extremely disappointed, to the point of outrage, at two features of this present plan that seem to me betrayals and contradictions of the project which was promised and for which I worked. One of these faatures is the "half-depression" of the rail lines which without any question should rightfully be fully depressed. The second, and even more serious breach-of-faith (and good sense) is the proposed "Arterial Street" which poses severe environmental consequences to my neighborhood and which undermines the very purpose of mass transit. My requests are:

1. full depression of rails
2. no arterial street

John P. Craven
71 Eastland Road
Jamaica Plain, Mass., 02130
July 15, 1976

Federal Hearings Officer
500 Arborway
Jamaica Plain, Mass., 02130

Dear Sir:

As a home owner, resident and one who is active in various church, civic and social organizations in Jamaica Plain, I strongly urge the construction of the Arterial Street all the way to Forest Hills.

Without this street our neighborhood would be swamped with heavy traffic much to the detriment of our area. This same heavy traffic would also create a great deal of danger to our children. To those people who say that this land should be used for construction of industry and housing projects one only has to look at the vast areas of vacant land in Boston and also the thousands of vacant housing units to know that this would be wrong.

Again, I urge you along with my neighbors to please protect our neighborhood and build this street.

Sincerely,

John P. Craven

MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY

Board of Directors
45 High Street, Boston, Mass. 02110

FOR IMMEDIATE RELEASE WEDNESDAY, JUNE 9, 1976

MBTA ASKS $313,418,498
U.S. AID FOR PROJECT
IN SOUTHWEST CORRIDOR

The Board of Directors of the Massachusetts Bay Transportation Authority (MBTA) today authorized the filing of a federal aid application for a $313,418,498 capital grant to assist in constructing rail facilities, both rapid transit and railroad, in the Southwest Corridor.

The Authority proposes to relocate about 4.7 miles of the existing Orange Line from just south of Essex Station, through a new South Cove Tunnel to a new right-of-way on the Authority-owned railroad main line, and on to Forest Hills where a new station would be built. There would be eight other stations on the new rapid transit line - at South Cove (to be built as part of the separate South Cove Tunnel project), at Back Bay, Massachusetts Avenue, Ruggles Street, Roxbury Crossing, Jackson Square, Boylston Street, and Green Street. Three of these stations would accommodate intercity passenger train riders and all would have facilities to assist handicapped persons in using public transportation.

The Authority proposes to replace the existing four-track railroad line with five new tracks, three railroad and two rapid transit, occupying the common right-of-way. At Forest Hills, the railroad would diverge off to the Providence Line and to the Needham Branch. Under a separate project, the Authority proposes to make improvements to the Needham Branch by installing a second set of tracks. At some future date, the Authority would determine whether to continue Needham Branch commuter service or to convert the line to an extension of the Orange Line.

The estimated total cost of the Southwest Project is $391,773,,123. The MBTA's 20 percent local share of $78,354,625 would be funded under bonding authorization granted by the Massachusetts Legislature.

A public hearing on the federal aid application will be held Tuesday, June 22, at the State Diagnostic Laboratory, 305 South Street, Jamaica Plain. The hours for the hearing are 1 to 5 p.m. and 7 to about 11 p.m.

I AM OFFERING MY SUPPORT

The mother of St. John's missionary Baptist Church 135 ... St. Roxbury, MASS.

IF YOU ARE UNABLE TO ATTEND THE HEARING, PLEASE WRITE TO :
MANAGER OF THE SOUTHWEST CORRIDOR PROJECT
MBTA
500 Arborway
Jamaica Plain, Mass 02130

The Commonwealth of Massachusetts

HOUSE OF REPRESENTATIVES
COMMITTEE ON RULES
STATE HOUSE, BOSTON

ALAN PAUL DANOVITCH
11TH NORFOLK DISTRICT
94 ALBEMARLE ROAD
NORWOOD, 02062
TEL. 762-5714

DISTRICT OFFICE:
38 GUILD STREET
NORWOOD, 02062
TEL. 762-9052
762-3677

MEMBER
LEGISLATIVE RESEARCH
COUNCIL
HUMAN SERVICES
AND ELDERLY AFFAIRS

June 21, 1976

Mr. Frederick P. Salvucci
Secretary of Transportation
Executive Office of Transportation & Construction
One Ashburton Place
Boston, Massachusetts 02108

RE: four-track railroad mainline embankment between Back Bay and Hyde Park

Dear Mr. Salvucci:

I wish to be recorded in favor of the arguments stated in a letter to you by the Board of Selectmen of the Town of Walpole of June 16, 1976 (see enclosure).

I also feel that your proposal is extremely serious and if passed would be a great disservice to many communities using the raillines.

With kind regards, I am

Sincerely,

Alan P. Danovitch

Alan P. Danovitch
State Representative

APD:jmd
Enclosure

RECEIVED
JUN 25 1976
OFFICE OF THE SECRETARY OF
TRANS. & CONST.

Lee Delaney

1 Evelyn Place
Jamaica Plain, Mass
July 26th 1976

Anthony Sangiorgio
S.W. Corridor Coordinator
8 Ashton Road
Jamaica Plain, Mass

Dear Sir:

As a long term resident of Jamaica Plain, and one who has attended almost all of the transportation meetings, I am asking you to please give your consideration to the needs of my community.

The traffic problems are staggering and we need relief. After years of attending meetings and watching Millions of Dollars spent for studies and then many more millions of dollars spent to study the studies I am asking you along with many of my friends, neighbors, and others to please consider giving us an arterial street to help

solve our Traffic Problems and relocation of the Orange Line Modified Depressed with input as to the design and grading of the Cross streets -

Enclosed please find 75 signatures of my neighbors, abuttors to the S.W Corridor who favor the asterial st and relocation of the orange Line Modified Depressed

Thank You

Lee Delaney

BOSTON PUBLIC HOUSING TENANTS POLICY COUNCIL, INC.

99 Bedford Street
Boston MA 02111

CITY-WIDE ELDERLY TASK FORCE

June 14, 1976

Mayor Kevin H. White
Boston City Hall
1 City Hall Square
Boston MA 02201

Dear Mayor White:

The City-Wide Elderly Task Force voted at its last meeting to go on record as opposed to the construction of the proposed arterial road that will extend from Forest Hills to Jackson Square.

The arterial road will feed cars into the South End. The roads in the South End are already overtaxed.

The arterial road will be a constant danger to the children of the community. The resultant air and noise pollution, bisection of the community by yet another highway and increased number of cars drawn into the area can only be detrimental.

The proposed highway will run right by 125 Amory Street, an elderly building, housing over 250 senior and handicapped residents. The residents should not be subjected to the foul air and noise that accompanies a highway.

If the new highway is built, approximately 36,000 additional cars will be enticed into the Jamaica Plain-South End area. These areas of the City are densely populated by Senior Citizens.

TELEPHONE: 542-0620

In the affected neighborhoods over 1,000 elderly residents live in developments managed by the Boston Housing Authority alone. Due to impaired health and/or age the elderly are more vulnerable to pulmonary illnesses, cardio-vascular impairments, and anxieties which are excerbated by carbon-monoxide fumes and noise pollution.

The City-Wide Elderly Task Force supports the efforts of the City to further mass transportation. New highway construction can only weaken mass transit usage.

Sincerely,

Lawrence Denbow
Chairman
City-Wide Elderly Task Force

sam

copies to: Governor Michael S. Dukakis
The Commonwealth of Massachusetts

Frederick Salvucci
Secretary of Transportation

Robert Kiley
Chairman MBTA

Robert Vey
Boston Redevelopment Authority

Anthony Pangaro
Southwest Corridor Coordinator

Philip Bradley
SEPAC

Maureen Shaffner
Commission on the Affairs
of the Elderly

Dineen

NEWSLETTER TO RAIL COMMUTERS -- July 6, 1976

The big Public Hearing which will afford you an opportunity to register your protest against curtailment of any of the train service you now have will be held at the State Diagnostic Laboratory, 305 South Street, Jamaica Plain (near Forest Hills Station) on July 15 - 1 P.M. to 5 P.M. and 7 P.M. to 11 P.M. If you cannot attend, but would like your opposition to this depression plan that jeopardizes commuter rail service made a matter of public record a short written statement prepared by you can be read by someone who will be there. Please sign your name and address and leave at Information Desk at the South Station or the Back Bay Station.

July 9, 1976

Sirs:

May I go on record as opposed to the "Depression Plan" or anything that will jeopardize rail service , as it now stands.

Respectfully,

Jos. F. Dineen

Jos. F. Dineen
9 Winter Terrace,
Westwood, Mass.,

617-323-2241

ROBERT E. DICKINSON
ATTORNEY AT LAW
10 SPRING VALLEY ROAD
WEST ROXBURY, MASS. 02132

June 18, 1976

Mr. Anthony Pangaro
Southwest Corridor Development Coordinator
The Commonwealth of Massachusetts
Executive Department
8 Asticou Road
Boston, Massachusetts 02130

Dear Tony:

Re: Capital Grant Application - South Cove - Forest Hills

As a resident of West Roxbury, and a member of the Transportation Committee of the West Roxbury Advisory Council, I am writing to express my strong, personal support for the Orange Line relocation project and the construction of the arterial street from Forest Hills to the Southeast Expressway.

Unfortunately, I will be in Colorado on June twenty-second, but I hope my letter could be read into the record at the Hearing.

The present elevated railroad embankment slices the heart of the area making cross travel difficult. The new semi-depressed lines and arterial street would join the divided area and allow much better and easier travel in the area. This reduction of confusion will stimulate local residents and businesses to improve their property.

The new project will also allow the ugly elevated structure to fall, bringing light and hope to the Washington Street area.

For us in West Roxbury, we see it as the first major improvement in our ability to get to town since the Jamaica Way and Veterans Parkway.

Since the strength of our economy is dependent upon its transportation system, we see this as a first step toward new life, hope and growth for the area serviced by the Orange Line to Forest Hills.

As a citizen, taxpayer, and one long involved in community affairs, may I urge Urban Mass Transit Authority grant the Capital Grant Application and the Massachusetts Department of Transportation move forward rapidly on the construction of the arterial street from Forest Hills to the Southeast Expressway.

Sincerely yours,

ROBERT E. DICKINSON

RECEIVED
JUN 20 1976
SOUTHWEST CORRIDOR
DEVELOPMENT COORDINATOR

Copy to Secretary of Transportation
Transportation Committee,
West Roxbury Advisory Council
The Honorable Kevin H. White

48

Doogan
[illegible]
Hopkins Mass
Jan. 29, 1976

Whom it may concern,

I would like to register my opposition to the proposed changes in train service to the Southwest Corridor.

Unfortunately, I am unable to attend the public hearing, but would, instead, request that G.M. Kendrigan be allowed to extend the time of her statement in order to speak for me.

Thank you,

Ruth A Doogan

July 13, 1976

To Whom It May Concern:

After I graduated from law school, my wife and I moved from Boston to Walpole. In selecting this location for our home, considerable emphasis was placed upon transit facilities because we believed it to be in the best interest of the public and ourselves not to drive automobiles into the city each day. At the time we decided to live in Walpole, we were greatly influenced by the availability of rail and bus service to the Back Bay area; these included a fairly reliable Penn Central and a very comfortable Bonanza Bus Company. I often boasted of these features when describing my home, its location and its benefits. Since that time, Mr. Sage, the owner of Bonanza, has had his rights and responsibility for his Providence/Boston local run transferred to the ABC line, which along with being far inferior to Bonanza has subsequently raised its fares and reduced its service along this route. So I can readily identify with the residents along the Needham line and sympathize with them in their struggle to avoid any impairment of their present rail service. I also have a personal interest in that line since it is used frequently by my wife and myself for traveling between Back Bay area and my family in West Roxbury.

Unfortunately, this controversy presents me with a dilemma. Being a conservationist at heart, and concerned for the environment, most anything proposed in the name of "mass transportation" instinctively wins my personal seal of approval. True, that seal of approval and the "correct change" can get you a ride on the MBTA (should you have the desire and the courage), but that seal could also get a vote and additional support for any elected official who merits it.

It is the spectre of MBTA service and expense that causes my dilemma. Sure, I want improved mass transportation, but not at the cost in dollars and emotions of having the MBTA replace the present system. Having been a 26-year resident of Boston, more particularly Jamaica Plain and the Back Bay, I was a frequent user of the Arborway, Dudley Street Station and Forest Hills/Everett Lines, and, to a lesser extent, most every other MBTA bus and rail lines. Having experienced that system and its performance, I must side with retention of existing commuter rail service, rather than place any hope in the rarely fulfilled proposals of the MBTA.

My choice is not based upon a love of the present rail system, because by no stretch of the imagination is it a joy to use. On the contrary, it is dilapidated and unpleasant to use. Nevertheless, it is relatively faithful and the service is courteous. So, my choice is based upon selecting the lesser of two poor options. True, the existing commuter rail service is in dire need of improvement but I would not vote for any improvement if the MBTA is to deliver it. As mentioned earlier, I have lived with the MBTA (formerly the MTA). The label changed but the service did not. Except for a few bright spots, the facilities are poor, the operation is expensive and courteous service is non-existent.

Please allow me to raise another question for you to ponder on cost considerations. Although I am not versed in marketing research, I do not believe that there is sufficient interest along the Needham line to support, financially, the additional burden on the perennially defecit ridden MBTA. I would want convincing, reliable, and trustworthy data to the contrary, before I would even <u>begin</u> considering conventional MBTA service.

I realize that this is not a forum in which to seek redress or correction of the deficiencies in the MBTA. I merely cite a few of these horrors as reasons for avoiding substitution of conventional MBTA rapid transit service for the present commuter rail system.

Very truly yours,

James A. Doogan

James A. Doogan
159 Bullard Street
Walpole, Massachusetts 02081

JAD:mjo

June 7, 1978

Stephen Dunham
282 Newbury St #21
Boston 02116

Construction Director
MBTA
500 Arborway
Jamaica Plain 02130

I would like to comment on the plan for handling commuters during construction of the new Orange Line:

Users of the Needham line appear vehemently opposed to substitution of express bus for commuter rail service, claiming that discontinued rail service is never restored. I suggest that the Needham service be continued during construction in the form of a shuttle between Needham and Forest Hills, where passengers could ride the Orange Line downtown or the Green Line to the vicinity of Back Bay Station. In this way, the Needham line passengers would never lose the rail service;

this would only transfer to rapid transit, something many of them do already.

At the end of the construction period, Needham trains would once again operate into Boston.

I should also mention that I favor full depression (20') of the new rapid transit - rail line to Forest Hills.

Boston's transportation facilities should bring people together, not keep them apart. I would hate to see the Southwest Corridor Project become a barrier like the Central Artery or the railroad yards which once occupied the site of Prudential Center isolated Back Bay from the South End.

Thank you for your time & consideration

Very truly yours,

Stephen Cheetham

CENTRAL IMPROVEMENT ASSOCIATION, INC.
120-122 CHESTNUT AVENUE
BOSTON, MASSACHUSETTS 02130

DIRECTOR OF PUBLIC RELATIONS
LEO K. DOWNEY

ASSISTANTS
ELLEN SMALL
AUDREY ANAGNOS

Mr. Anthony Pangaro
Southwest Corridor
Development Coordinator
8 Asticou Road
Boston, Mass. 02130

Dear Mr. Pangaro;

We, of the Central Improvement Assoc., Inc. would very much like to see the proposed four lane arterial street continue on from Jackson Square to Forest Hills. This street in our opinion would relieve the heavy congestion of traffic that now travels through Centre, Lamartine, Amory and Washington Streets. Also, the arterial street would reduce the hazards to children that now have to cross the above mentioned streets.

Sincerely,

Leo K. Downey
President

JAMAICA PLAIN SAFE STREETS COMMITTEE

175 SCHOOL STREET
JAMAICA PLAIN, MASSACHUSETTS 02130

C. JOSEPH DOYLE, CHAIRMAN
ATT'Y JOHN J. LAWLESS, COUNSEL

June 15, 1976

Mr. Anthony Pangaro
Southwest Corridor Development Coordinator
500 Arborway
Jamaica Plain, Ma

Dear Mr. Pangaro:

At a time when the greatest public works and transportation project in the history of our community is being contemplated, involving the expenditures of millions of dollars of the taxpayers money, and entailing consequences that will affect the future of Jamaica Plain for decades to come, the people of Jamaica Plain deserve and are entitled to a final product that will cause the least disruption to their daily lives, guarantee maximum safety for themselves and their families, provide the best public transportation available, protect the value of their homes, maintain the character of their neighborhoods, and improve the quality of the urban environment.

Our organization, whose extensive membership comprises representatives from all areas of Jamaica Plain, firmly believes that these goals can be accomplished only by rapidly proceeding with the construction of a depressed rail/transit facility with a four-lane arterial street extending as far as Forest Hills. The advantages of such a project, in reducing vehicular traffic on our local streets, upgrading public transit, increasing public safety, improving the economic conditions of our community, and in protecting our neighborhoods from the disruptive and unwholesome intrusion of major industrial development, are both numerous and apparent.

The Jamaica Plain Safe Streets Committee strongly supports the proposed rail/transit facility including the arterial to Forest Hills, as a necessity for Jamaica Plain, so that the people of our community may enjoy a safe and attractive environment in which to live.

Sincerely yours,

C Joseph Doyle

C Joseph Doyle
Chairman

4

II-14

Sir:

My name is KENDRIGAN . I have been authorized to speak at this Hearing for Kathleen E. Driscoll who is an attorney. I shall read her statement which she wishes to be made a matter of public record.

TO THE OFFICIALS PRESIDING AT THE MBTA AND MDPW PUBLIC HEARING ON THE CAPITAL GRANT APPLICATION FOR RELOCATING THE ORANGE LINE.

Sir: I was a regular daily commuter on the Worcester to Boston Penn Central train until it was discontinued in October of 1975 by order of the Interstate Commerce Commission. Thus ended all commuter train service between Worcester and Boston - the Penn Central's goal for many years.

When I first began commuting in 1966, we had two trains going to Boston daily. After a couple of years, one train was dropped, leaving us with just the remaining one. Then began a concerted and determined effort by Penn Central to eliminate the last train and rid itself of passenger service.

During the next few years until it finally convinced the ICC to cancel the remaining train, Penn Central did succeed in driving away a sizable proportion of the commuters by means of the abominable service it offered on this one train, for example an unspeakable railroad station in Worcester, a filthy dirty train, frequent breakdowns on worn-out equipment, regular late arrivals back in Worcester at the end of the day, no air-conditioning in the summer and inadequate or no heat in the winter, and on and on.

In spite of these tactics, however, a faithful corps of twelve of us held out until the train was cancelled, preferring the train as bad as it was to busses or automobiles.

I urge you not to allow your train to be eliminated as ours was for I firmly believe that of all the forms of transportaion, trains can be the most efficient, the cleanest, the most comfortable and by far least damaging to the air, the land and its resources.

Kathleen Driscoll

Kathleen E. Driscoll
118 Vernon Street
Worcester, Mass. 01610

Jan Dubinsky
24 Kenton Road
Jamaica Plain, MA

No one chooses to bicycle on the Jamaica Way or on or adjacent to Route 9.
How can a bicycle path be built alongside a 36,000 car a day road?

Linda Duhms
13 Mt. Vernon Ave
Billerica, MA 01821

I support the Jamaica Pond Association proposal for a new Greenbelt Parkway. Let's help rebuild Jamaica Plain the right way.

I support the proposed new MBTA Orange Line.

FELIX EMSE JR.
158 COPELAND DRIVE
MANSFIELD, MASS.
02048

1776 1976

TO WHOM IT MAY CONCERN,

I OPPOSE CURTAILMENT OF RAILROAD SERVICE. IT IS THE BEST TRANSPORTION FOR PEOPLE LIVING IN AND OUT OF THE CITIES.

LETS KEEP THE AUTOMOBILES OUT OF THE CITY AND THE TRAINS RUNNING.

SINCERELY

Felix Emse Jr.

MRS. THEODORE J. FANDEL
SIX ALDWORTH STREET
JAMAICA PLAIN
MASSACHUSETTS 02130

July 16, 1974

Dear Mr. Cangaro,

Since I was unable to attend the hearing at the State Lab Building on July 15th I wish to go on record as being in favor of the extension of the Neighborhood Service Road to Forest Hills and the construction of a fully depressed transit system to replace the present embankment and elevated line.

Sincerely yours
Rose M. Fandel
(Mrs. Theodore J. Fandel)

Chester G. Fenton
6 Biltmore St
Jamaica Plain, MA

I am a homeowner in the area imparted by the proposed Orange Line relocation and arterial street. I strongly support the relocation contingent, however on full depression. I strongly oppose the arterial street. This road will negatively impact on mass transit ridership, increase local auto usage of Jamaica Plain Streets, increase pollution levels and generally result in a deteriation of the quality of life in Jamaica Plain.

Foley

CHARLES E. FOLEY, D. M. D.
126 WYOMING AVENUE
NEEDHAM, MASS. 02192
TEL. 444-2013

May 30, 1976.

My Dear Mr. Pangora,

I am writing to you concerning the Notice of Combined Public Hearings concerning the Extension of the Orange Line . This notice appeared in the May 27,1976 Issue of the Needham ,Mase."Times."

The people of Needham,Roslindale and West Roxbury are apparently satisfied with the excellent cooperation by the Service provided by the Penn Central or is it now Comrail?

There also exists a railroad right Of way through Cambridge and Arlington to the town of Bedford over the tracks of the B& M.R.R. Norwood and Walpole are well served by the R.R. at present.

I am all in favour of Public Transportation. I have used it for many years.My plan is to improve what already exists. Why tear up the towns of Arlington,Lexington and Bedford when Service is already potentially there.

Improve the existing lines,feed them by bus and spend the millions on cleaning up the City Areas. What the people need is jobs. They will work if given a chance.

Thank you for listening to my suggestion but why duplication of an existing , well managed,courteous Service ?

Most respectfully yours,
Charles E. Foley
Charles E. Foley, D.M.D.;A.A.

2 copies
1 Mr. Pangora
1 File.

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42 Hillshire Lane
Norwood, Massachusetts
July 13, 1976

To: Public Hearing
July 15, 1976

I use the Penn Central Railroad daily to commute to my job in Boston and I am very definitely opposed to any plan that jeopardizes commuter rail service.

Mary B. Foley

Mary B. Foley

Fontune

190 ALLEGHANY STREET
MISSION HILL, MA
20 MAY 1976

DEAR SIR.

AS A REPRESENTATIVED OF THE MISSION HILL PLANNING COMMISSION, TO THE SOUTHWEST CORRIDOR LAND DEVELOPMENT COALITION. I SUPPORT ALL OF THE EFFORT MADE BY THE S.W.C.C.

I'M IN FULL SUPPORT OF THE "NO ROAD" IN JAMAICA PLAIN AND 6 LANES IN ROXBURY

WE STRONGLY URGE TO KEEP THAT ROAD A COMMUNITY STREET WITH EASY ACCESS FOR PEDESTIRANS. WE HOPE IT WILL BECOME A FOCUS POINT FOR THE NEIGHBORHOOD.

Walter J Fontune

VIC. PRES. MISSION HILL PLANNING COMMISSION
REPRESENTATIVED TO THE S.W.C.C.

League of Women Voters of Needham

NEEDHAM MASSACHUSETTS

July 15, 1976

TESTIMONY IN SUPPORT OF FOREST HILLS-SOUTH COVE PROJECT, AS PART OF SOUTHWEST CORRIDOR DEVELOPMENT, by Jean Fox, President, League of Women Voters of Needham

The League of Women Voters of Needham, in conjunction with the League of Women Voters of Massachussetts, supports a state wide public transportation system, accessible to all, that provides access to jobs, housing and services while creating minimum disruption of the environment. Specifically, the Needham League of Women Voters supports the Forest Hills-South Cove project. Combining the railroad and rapid-transit tracks in a depressed right-of-way provides the opportunity for both improved regional transportation and for improved air quality and noise abatement in the immediate area of Forest Hills. Our support is contingent upon satisfactory engineering solutions to such problems as may be encountered. We applaud the project's goals of providing increased railroad and transit service to the metropolitan area, while protecting the local community environment.

Frasso

June 21, 1976

To Whom It May Concern.

As a resident of Jamaica Plain for the past fifty-one years, I would like to vote in favor of the Arterial Highway in the South West Corridor

Mrs. Theresa Frasso
170 Amory Street
Jamaica Plain, Mass.

Clark Frazer
SEPAC/SECOT

SECOT Position for the Southwest Corridor
Public Hearing - July 15, 1976

The South End Committee on Transportation supports the relocation of the Orange Line (from the Washington Street Elevated) to the alignment proposed in the Capital Grant with a full cover in the South End from the portal to Massachusetts Avenue station. The Washington Street light rail replacement service to Dudley must be fully funded and under construction prior to termination of elevated service.

The SECOT supports construction of an arterial street between Ruggles Street and Jackson Square which does not exceed six traffic lanes, is consistent with local needs, and which is designed to give priority to pedestrian and transit movements to and from the transit stations and along the corridor.

The street designs proposed in the EIA are more suitable for high speed through traffic than local traffic, are grossly out of scale with their surroundings, offer severe barriers to pedestrian and bicycle movements and do not give priority to transit access at stations. Therefore, the street designs must be completely revised; "free right turns" must be eliminated, intersections must be made smaller, pedestrian routes must be straightened, loops at stations must be eliminated, exclusive transit right-of-way must be provided where transit priority is required to produce a favorable modal split and to minimize operational costs. The proposed station designs will in general produce excessive traffic impacts unless redesigned. Although the stations as drawn appear to give priority to automobile access over transit and pedestrian access, projected usage states that transit access and pedestrian access exceeds automobile access at all proposed stations. Therefore, the stations must be redesigned (during the engineering design phase) with priorities of access given to pedestrians and transit. Station designs based on modern prototypes developed for new rapid transit systems to automobile-dominated suburbs are unsuitable in design and scale for medium or high density urban areas (where predominant travel patterns must remain transit and pedestrian-oriented to preserve the community). Parking at most Orange Line stations will only serve to increase traffic on local residential streets and will not serve the community in any constructive way.

The South End Committee on Transportation is opposed to the extension of the arterial street south of Jackson Square to Forest Hills. Additional automobile traffic generated by that facility would be inconsistent with the aims and goals of the transit project and with various South End and other street reconstruction projects. The additional traffic would be a

disbenefit to all other traffic existing in the corridor and would have a large marginal negative impact on existing streets to the north and south. "Adequate" traffic capacity would have unacceptable impacts on adjacent residential and local commercial roads and residential side streets, and would encourage the growth of undesirable truck traffic, Automobile-oriented strip development and encourage the blighting disuse of urban land for parking rather than viable development.

The Back Bay station development must take into account the proximity of a regional transportation facility to a high density urban residential, and commercial, historic district. Parking impacts can be eliminated by conversion of existing recently constructed commuter facilites to Amtrak parking and the replacement of older parking structures and blighting open lots with residential and commercial development to buffer the station from the neighborhood, provide local and regional services and employment and to improve the visual quality of the area.

Parking must be provided for Amtrak because of the inevitability of use of local streets otherwise. Amtrak users from the west (via Mass. Turnpike) could save as much as ten minutes by driving to and boarding at Back Bay station. Thus the intention to divert parking to South Station will in part fail. The street designs at Back Bay station must provide for better pedestrian continuity from South End to Back Bay (Dartmouth, Clarendon and Columbus, Berkeley St), better access to Back Bay station from Copley, Clarendon St, South End and to the Prudential Center (where no access exists now) conflicts between station users and other traffic must not force traffic into the South End.

Commuter rail service must be discontinued along the Corridor during construction to avoid expensive construction delays. Resumption of commuter rail service beyond Route 128 to Needham appears to be economically unjustified since less acceptable but more frequent bus service on an existing unjustifiable facility (the Massachusetts Turnpike) with equal running times can be supplied at substantially lower cost. Commuter rail service using the main line to Providence should be electric as soon as Amtrak electrifies. The Stoughton branch should be electrified or be a RDC shuttle. Amtrak and local service should be coordinated and joint tickets sold. The Franklin branch service can remain self propelled rail cars until or unless large service increases required. Ventilation shafts for diesels are much more difficult to accoustically baffle that WAMTA or BART which are electrified rapid transit rather than diesel powered railroads.

Bus service details will have to be considered in greater depth prior to opening the relocated Orange Line because some of the assumed services do not appear to be viable, crosstown needs must be studied in detail.

Construction phasing needs to be examined in more detail. It will not be possible to block pedestrian access traffic as proposed in the South End or to block Mass. Ave.

New England Life

NEW ENGLAND MUTUAL LIFE INSURANCE COMPANY . 501 BOYLSTON STREET, BOSTON, MASSACHUSETTS 02117 617 • 266-3700

JAMES A. GALLAHER
Director – Public Affairs

July 20, 1976

Mr. Anthony Pangaro
Development Coordinator
Southwest Corridor
8 Asticou Road
Boston, Mass. 02130

Dear Tony:

I was pleased to learn recently that the Greater Boston Chamber of Commerce has come out in support of the Southwest Corridor Development Plan, as discussed at the Chamber's Urban Affairs Group and Transportation Committee meetings.

New England Life joins the Chamber with our endorsement of the Southwest Corridor Project, as we believe it will substantially improve commuter rail and mass transit service in Greater Boston and will bring needed jobs to our area. We recognize, however, that during the construction phases of the project some commuters may be inconvenienced. For this reason, we plan to cooperate fully with the MBTA and appropriate city and state agencies to help ensure the continuation of adequate and reasonable transportation for our associates who are affected by the Plan's implementation.

May I extend our best wishes for the continued success of your efforts on behalf of improved transportation in Greater Boston.

Sincerely,

James A. Gallaher

JAG:vnp

cc: Mr. MacKay

MRS. WILLIAM B. GATELY
SIX ALDWORTH STREET
JAMAICA PLAIN
MASSACHUSETTS 02130

July 17, 1976

Dear Mr. Pangaro

I was unable to attend the hearing at the State Laboratory Building on July 15th but wish to go on record as being in favor of the extension of the Riverbend Service Road to Forest Hills and the construction of a fully depressed transit system to replace the present embankment and elevated line

Sincerely yours

Irene R. Gately

Richard H. Giandomenico

I, Richard H. Giandomenico, owner of Kilgarriffs Cafe, 131 Green St, Jamaica Plain, am heavily enfavored to all plans related to the new Southwest Corridor project. However, I do see a few problems that does come to my direct attention of my existing business. First, under the moderately depressed plans, the bridge to be built over the tracks provides a problem where in turn the new road coming over the tracks will be coming down at an complete indifferent inconvenient engineering plans in front of my building. I will draw a small picture to show you my problem and interruption of business that will be involved.

The new bridge and street will not come to the existing street level when it comes down in front of my building. I have talked to Mr. Pangaro about this and I am making the engineers aware of my problem.

One other way to eliminate this is to lower the tracks more under the plans you now have and in that way the street would be (in) a level position as it now is.

I know there is a width problem at this location.

I would appreciate in the future, before anything else is done, that we do meet and we do clear up any problems of interruption of business and inconvenience are cleared up to make me assured of a future for my business.

FRANCES T. GILL
ATTORNEY AT LAW
73 WHITCOMB AVENUE
JAMAICA PLAIN, MASSACHUSETTS 02130

TEL. (617) 522-2228

June 21, 1976

Mr. Anthony Pangaro, Coordinator
MBTA 500 Arborway
Jamaica Plain, Massachusetts 02130

Dear Sir:

I would like to be on record as being in favor of building the Parkway up to Forest Hills.

The traffic patterns in Jamaica Plain are presently impossible with an excess number of vehicles using streets like Centre Street, Washington, the Jamaicaway, etc. Centre Street is especially chaotic with delays caused by and to streetcar traffic. The condition will be considerably worsened if the Parkway is stopped at Jackson Square with a consequent dumping of traffic on our local streets.

The Greenbelt to Forest Hills will make our streets what they were intended to be - local streets. Property will be upgraded. Streets will be safer. If the area from Jackson Square to Forest Hills is used for industrial, commercial and residential purposes, this will further increase vehicular traffic generated by this type of land use.

I, therefore, strongly urge this commission to render a decision in favor of extending the Parkway to Forest Hills.

Very truly yours,

Frances T. Gill

Frances T. Gill

FTG;s

TESTIMONY OF MARVIN E. GILMORE, JR.
GENERAL MANAGER
COMMUNITY DEVELOPMENT CORPORATION OF BOSTON, INC.
25 RUGGLES STREET
ROXBURY, MASSACHUSETTS 02119

on

Southwest Corridor Environmental Impact Analysis for the Proposed Relocated Orange Line and Arterial Street

MBTA - DPW Joint Public Hearing
July 16, 1976

COMMUNITY DEVELOPMENT CORPORATION OF BOSTON, INC.
25 Ruggles Street
Roxbury, Massachusetts 02119

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE DEPARTMENT
SOUTHWEST CORRIDOR DEVELOPMENT COORDINATOR

The Community Development Corporation of Boston, first, would like to thank the Public, Private and Community Organizations involved in the Southwest Corridor, for an opportunity to express our viewpoint.

The Community Development Corporation is a non-profit industrial development organization serving the Southwest Corridor, particularly in the Roxbury Community. In an effort to combat the current and severe unemployment in Roxbury (16.7%), CDC is developing an urban industrial park (30 acres) at Massachusetts Avenue and the proposed Arterial Street. This new CrossTown Industrial Park will provide permanent jobs, re-use what is now vacant and underutilized land and strengthen Roxbury's industrial base.

CDC is seeking to attract both minority and major firms that will employ local minority workers. Other jobs in the Corridor should be guaranteed by set-aside minority contracts for the minority workers and contractors.

CDC's industrial park is an integral part of the Southwest Corridor re-use plan, and CDC totally supports the Southwest Corridor Project and its anticipated results - temporary and permanent jobs, aesthetic improvement of the entire area and new transportation facilities, that will provide easier access and mobility for our communities and businesses.

CDC as a member of the Southwest Corridor Coalition is encouraged by the Coalition's efforts to assist the State and City in developing a Project that can offer maximum benefits to the surrounding communities. These joint efforts of government and community groups should be continued to ensure a development plan that will harmoniously serve the social, economic and environmental objectives of all these parties. A new "Memorandum of Understanding", directed at the upcoming stages of final design and construction, would guarantee that this cooperation continues.

CDC supports this continued cooperation to resolve the remaining issues of design and implementation for the transit improvements and development projects. CDC will work with the Coalition and the State's Coordinator to achieve designs that will both, protect the integrity of each community and not cause delays in funding or complete abandonment of development projects.

Thusfar cooperative planning for the Corridor has been effective. CDC looks forward to making the Southwest Corridor plan a reality.

Respectfully Submitted,
Marvin E. Gilmore, Jr.
July 16, 1976

CrossTown Industrial Park

BOSTON'S NEW CROSSTOWN INDUSTRIAL PARK, AVAILABLE FOR OCCUPANCY IN 1977

BOSTON'S NEW CROSSTOWN INDUSTRIAL PARK offers the most convenient and personally tailored industrial development in New England.

NEW CONSTRUCTION will be designed to suit the needs of your company.

LOCATION in the Market-Place of New England gives your company proximity to downtown Boston, Logan Airport and the Harbor.

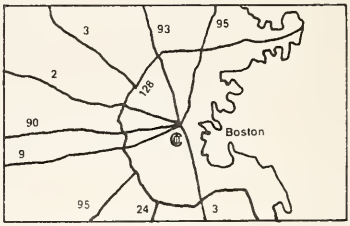
ACCESS to the Southeast Expressway facilitates automobile and truck traffic.

MASS TRANSIT, through the MBTA System, provides convenient access for an extensive labor force.

MANPOWER Placement and Training is available through the City of Boston to begin or supplement your labor force.

Distribution, Light Manufacturing or Commercial Space is available for your large or small business.

The CrossTown Industrial Park is being developed in association with the Economic Development and Industrial Corporation of Boston, Michael Westgate, Executive Director.



For more information contact:

Community Development Corporation
of Boston, Inc.
Marvin E. Gilmore, Jr.
General Manager
25 Ruggles Street
Boston, Massachusetts 02119
617-442-2114

TOWN OF NEEDHAM
MASSACHUSETTS
PLANNING BOARD

NORMAN A. HOMSY, ~~Chairman~~
GEORGE N. GIUNTA, *~~Vice Chairman and Clerk~~*
ELLEN M. CANAVAN
ROBERT H. SEAMAN
STANLEY R. TIPPETT

ROOM 20, TOWN HALL
NEEDHAM, MA 02192
617-444-5100

THOMAS W. FENNESSEY, *Planning Director*
JEAN S. HILTON, *Principal Clerk*

TO: Executive Office of Transportation
Commonwealth of Massachusetts

FROM: Planning Board
Town of Needham

DATE: July 15, 1976

SUBJECT: Proposed Southwest Corridor Development -
Boston to Forest Hills

The Needham Planning Board wishes to record its unanimous opposition to the relocation of the Orange Line from Forest Hills to Boston as proposed in the Environmental Impact Analysis dated May 1976 by Frederic R. Harris, Inc. until the related Environmental Impact Analysis by C. E. Maguire, Inc., is completed, and a determination has been made by State and local officials concerning the future mode of transportation for the Town of Needham from Needham to Boston.

George N. Giunta

George N. Giunta, Chairman

West Roxbury Local Advisory Council
Roslindale Improvement Association
Roslindale Association for Community
Development
c/o West Roxbury Little City Hall
Center Street
Boston, Mass.
June 21, 1976

Mr. Anthony Pangaro
Southwest Corridor Project Manager
Massachusetts Bay Transportation Authority
500 Arborway
Boston, Massachusetts 02130

RE: Southwest Corridor Public Hearing
June 22, 1976

Dear Mr. Pangaro:

The above named organizations are in full support of the MBTA's Application for $313+ million in capitol funds from the Urban Mass Transportation Administration for the Southwest Corridor projects' Relocated Orange Line and Railroad Improvements between South Cove and Forest Hills. This project will significantly aid in transportation to our communities. We believe that the minor inconvenience for a few thousand rail-riders during the construction phase will be more than off-set by the long term benefit to the current 36,000 Orange Line riders.

Because we believe so strongly in the transit project which is the subject of the Public Hearing, we have taken it upon ourselves to circulate fliers and to collect signatures in support of the project. To date we have collected more than 900 signatures and forward them herewith to you.

This support is from people who now use the severely dilapidated Orange Line; they are from people who live in Boston (West Roxbury, Roslindale, Jamaica Plain, etc.), as well as from elsewhere throughout the region (Dedham, Needham, Canton, etc); they are from people who want the Elevated demolished quickly. Please accept them as an indication of the depth of support for the project.

Sincerely,

Robert Godino
for the West Roxbury Local Advisory Board, the Roslindale Improvement Association, and the Roslindale Association for Community Development

Robert L. Godino
West Roxbury Local Advisory Council &
Member of Southwest Corridor Steering Committee

The West Roxbury Local Advisory Council, a body of 50 residents elected from each precinct in West Roxbury, has directed me, as Chairman of the Transportation Committee, to speak in support of the Capital Grant application as it relates to the MBTA Orange Line Relocation.

Our reasons for such support are based on the necessity of planning a capital improvement project which has a community advantage as its major reason for development to sincerely reflect that advantage in the construction proposals which are offered as alternatives for final approval.

The embankment of the Penn Central Railroad at the time of its construction, over 100 years ago, served as a major cause of the suburban Boston development. This development, however, has long passed. Our plans now, like our forefathers, will exist for perhaps the next 100 years. The embankment has become a community-dividing barrier by its prominence alone as well as a blight on the neighborhoods it travels through.

If no work were proposed along this route we would have little to comment on. This is not the case, however. A mass transportation project costing $391 million has been proposed to benefit transportation service and the environmental condition of the surrounding community. The project has alternate plans, some of which do not benefit the community as much as others. It is, therefore, advised that only those plans be supported which fully benefit those it was intended to benefit. We must answer the obligations we have assumed by involvement in meetings during the past 10 years. The West Roxbury Local Advisory Council supports the full depression of the relocated Orange Line because a partial depression will be similar to the embankment which is present now.

The plans submitted regarding Forest Hills station is of material importance since it is not presented in an acceptable form.

The plans for parking availability at Forest Hills must not attract the continued use of automobile commuters to travel from their homes throughout West Roxbury. Off street parking available now and after the relocation is approximately for 625 cars. That number, in our minds, is enough. The Forest Hills Station should not be built with more parking space for many other reasons.

The coordination of on-going meetings to extend Orange Line service along the Needham Branch Line to a route 128 parking garage will be concluded after 2 1/2 years this fall.

The prospect that this extended service will attract many of the automobile commuters from Forest Hills to leave their vehicles at home is expected. Therefore, the expense of a large terminal seems excessive to us. The need of a parking facility at Forest Hills will be, in our mind, adverse to the concept of attracting higher revenue to reduce the MBTA deficit.

The future plans for revitalization of commuter service through Roslindale and Hyde Park to a 128 Parking Garage will also diminish the need for a large parking facility in Boston.

The reference by the application to plans regarding the mass transportation service are altogether too vague. The trackage of the "new" Needham Branch must be laid one time only. That means that a two track electrified railway with appropriate stations built to a route 128 parking garage is the only plan for transportation improvement which the West Roxbury community can support.

The reasoning is obviously because only the extension of Orange Line rapid transit will provide a connected service which will stop at all stations from Route 128 to Wellington Circle. The commuter rail is a frivolous means of retaining a private transportation service which will not serve the Boston community.

The arterial street proposals from Jackson Square to Forest Hills as submitted do not meet our approval.

Some of the reasons are the same: The City of Boston is currently developing plans to drastically reduce the street use within the downtown shopping area. If plans for expansion of the arterial road way is developed the commuting vehicles will become even greater congestion and polluting problems than they are at present. The greatest availability of convenient roads will adversely affect the concurrent attraction of the MBTA for higher income revenue.

Specifically, the Chairman of the West Roxbury Local Advisory Council supports FH1 full depression with arterial roadways from the Southest Expressway to Jackson Square. We oppose the construction of Forest Hills station as a functioning termination point because of prior commitment by the State and MBTA which indicated that the Forest Hills to South Cove construction would be completed at the same time as the extension service to route 128 parking garage in 1980.

MY NAME is JOHN GOODRICH
I AM A RESIDENT OF GREENWICH PARK IN THE SOUTH END &
I AM A MEMBER OF THE SOUTH END ST. ISOTOPE TASK FORCE.

SINCE LAST FALL MANY RESIDENTS OF OUR COMMUNITY, INCLUDING MEMBERS OF THE TASK FORCE, HAVE BEEN WORKING WITH MR. PANARO'S STAFF & THE CONSULTANTS TO IDENTIFY AND SUPPORT A DESIGN SOLUTION THAT PROVIDES FOR FEDERALLY MANDATED ENVIRONMENTAL SAFEGUARDS FOR OUR COMMUNITY & AT THE SAME TIME SATISFIES THE TRANSPORTATION GOALS THAT HAVE BEEN SET FORTH.

PERSONALLY, I FEEL THAT THE GENERAL SOLUTION THAT HAS BEEN PRESENTED TO US AND WHICH IS DESCRIBED IN THE CAPITAL GRANT APPLICATION REASONABLY SATISFIES MANY OF THE ENVIRONMENTAL CONCERNS RAISED IN THE COMMUNITY & IS THEREFORE A PROPOSED PROJECT THAT WE CAN SUPPORT. IN FACT, IT IS LIKELY A VERY GOOD EXAMPLE OF PROJECT PLANNERS & AN AFFECTED COMMUNITY WORKING TOGETHER - PAINFULLY BUT SLOWLY - TOWARDS A SOLUTION SATISFACTORY TO BOTH INTERESTS.

THAT IS THE END OF MY KINDERREMARKS.

THE REASON WE ARE HERE TONIGHT IS TO STATE CLEARLY & STRONGLY FOR THE RECORD THAT OUR SUPPORT IS [redacted] LARGELY BECAUSE OF THE VERY GENERAL ENVIRONMENTAL SAFEGUARDS

IN THE PROPOSED PROJECT .... & WE WANT TO BE VERY SURE THAT THESE ENVIRONMENTAL CONSIDERATIONS ARE NOT COMPROMISED FOR COST OR OTHER TRADE-OFF REASONS FURTHER DOWN THE LINE BY DECISION-MAKERS IN EITHER WASHINGTON OR BOSTON.

[NOISE]

I WISH TO ADDRESS ONE ISSUE & I'M SURE OTHERS WILL DISCUSS SOME OF THE OTHER ISSUES.

NOISE IMPACTS CAUSED BY ANY MAJOR PROJECT HAVE TO BE EXAMINED IN TERMS OF THE PEOPLE WHO WILL BE AFFECTED - THIS IS PARTICULARLY TRUE FOR NOISE SINCE THE IMPACTS — ANNOYANCE, INTERFERENCE WITH ACTIVITIES, ETC — ARE INDIVIDUAL & SUBJECTIVE.

FOR THIS REASON THE TASK FORCE & OTHER RESIDENTS OF THE AREA SPENT COUNTLESS DAYS MEASURING SOUNDS, LISTENING TO TRAINS - QUIET TRAINS, NOISY TRAINS, FAST ONES, SLOW ONES (WE EVEN BROUGHT MR. SALVUCCI OUT TO LISTEN TO TRAINS, ON A PARTICULARLY QUIET DAY). FROM THESE EFFORTS WE CAME UP WITH OUR DESIGN CRITERIA OF AN L_{eq} OF 55 dBA.

THE CONSULTANTS CRITERIA IS 67 dBA. AN IMPACT THRESHOLD BEING CONSIDERED BY ~~EPA IS APP~~ THE ENVIRONMENTAL PROTECTION AGENCY IS APPROX. 55 dBA.

~~WE SEARCHED AROUND FOR SOME SUBSTANTIATION OF PEOPLE'S REACTIONS TO~~

ONE OF THE MAIN REASONS WE [redacted] DEVELOPED THIS CRITERIA FOR AVERAGE NOISE LEVELS WAS TO ENSURE THAT THE PEAK PASS-BYS WOULD NOT BE OF UNREASONABLY HI-LEVELS. BECAUSE WITH THE GREATLY INCREASED [redacted] FREQUENCY OF PROJECTED SERVICE, THESE VERY NOISY PEAK PASS-BYS WOULD, WE FEEL, CAUSE INTOLERABLE ANNOYANCE.

- THE AVERAGING PROCEDURES USED IN THE STANDARD TECHNICAL [redacted] ANALYSES DO NOT ADEQUATELY ACCOUNT FOR THE HIGH FREQUENCY OF VERY NOISY PASS BYS COMBINED WITH INTERMITTENT PEACE & QUIET, & FOR THAT REASON WE COULD NOT ACCEPT THE CONSULTANTS CRITERIA OF [redacted] AN Leq OF 67 dBA.

WE SEARCHED AROUND FOR SOME SUBSTANTIATION OF PEARLE'S REACTIONS TO TRAIN NOISE & FOUND A TECHNICAL ARTICLE ENTITLED 'NOISE-PROBLEMS WITH HIGH-SPEED RAILWAYS IN JAPAN' IN THE SUMMER 1975 ISSUE OF NOISE CONTROL ENGINEERING.

I WOULD LIKE TO QUOTE A FEW FINDINGS FROM THAT ARTICLE.

OUR POINT IS THAT THE PROPOSED SOLUTION WITH A FULL DECK WILL JUST MEET THE CRITERIA GENERATED BY THIS STUDY. & IT WILL MEET THE COMMUNITY'S CRITERIA. [redacted]

WITHOUT THE DECKING THE CONSULTANT'S STUDIES SHOW AN AREA CONTAINING 2000 PEOPLE WILL EXCEED ITS

WE MUST CONTINUE TO IMPRESS PEOPLE UNFAMILIAR WITH OUR COMMUNITY THAT IT CONTAINS VERY HIGH DENSITY HOUSING RIGHT UP AGAINST THE RIGHT OF WAY

CRITERIA OF 67 dBA &, WE BELIEVE, AN AREA CONTAINING 5000 PEOPLE WILL EXCEED THE CRITERIA OF 57 dBA.

THIS INDICATES THAT ANY COMPROMISING OF THE FULL DECKING SOLUTION WOULD BE TOTALLY UNACCEPTABLE FROM AN ENVIRONMENTAL & A COMMUNITY VIEWPOINT.

617/742-0240

CONSTRUCTION INDUSTRIES of MASSACHUSETTS, Inc.

20 Kilby Street, Boston, Mass. 02109

STATEMENT BY CONSTRUCTION INDUSTRIES OF MASSACHUSETTS, INC. ON THE ENVIRONMENTAL IMPACT ANALYSIS FOR THE SOUTHWEST CORRIDOR

Given at public hearing, Boston, Massachusetts, July 15, 1976

Ten years ago, before the environmental policy laws existed, and before public participation in government decision-making was welcomed, the Southwest Corridor was a wide swath of land stretching from Route 128 in Canton all the way into the Southeast Expressway in Downtown Boston. At great human and financial expense, the corridor had been cleared of hundreds of homes, businesses and other properties, and the government was advancing a plan to put the corridor to use by constructing a huge complex of highways and rail facilities.

Today, not very much has changed except for the introduction of environmental laws and citizen participation. The corridor remains as it was ten years ago, a cleared-away no-man's land of dirt and wreckage, useless to the city it bisects and to the citizens it was to serve. The government still plans a massive transportation facility through the corridor, although the emphasis will now be on transit rather than highways, and still, ten years from the time when the land was cleared, everyone is waiting for some sort of work to begin, for the corridor at last to regain its usefulness.

It is not unreasonable to state that citizen participation killed the original expressway idea, and it is not unreasonable to speculate that citizen participation may yet kill the newest transit plan. This can happen if government officials lack the vision to understand that it is impossible to ever please <u>everyone</u>, and if they lack the fortitude to finally say "<u>no</u>" to groups with unreasonable demands who act as though they possess a veto power over public policy and the greater needs of their state.

WHAT WE HAVE IN THIS SOUTHWEST CORRIDOR PLAN IS A NETWORK OF PROGRAMS AND PROPOSALS THAT IS WORKABLE ENOUGH TO MEET THE GREATEST NEEDS OF THE GREATEST NUMBER OF PEOPLE. THERE IS MASS TRANSIT, THERE IS COMMUTER RAIL, THERE ARE ROADWAYS, THERE ARE ECONOMIC DEVELOPMENTS, EDUCATIONAL FACILITIES, HOUSING, PARKS, BIKEWAYS, ETC., ENOUGH TO MEET THE NEEDS OF THE CONSENSUS OF PEOPLE INVOLVED, AND TO FINALLY PUT THIS WASTELAND TO USE.

BUT THE SOUTHWEST CORRIDOR PLAN CANNOT PLEASE EVERYONE. NO PROPOSAL OF THIS SCOPE EVER COULD. AND IT IS TIME THAT RESPONSIBLE STATE OFFICIALS RECOGNIZED THIS AND STARTED SAYING "NO" TO THE GROUPS WHO STILL HAVE AXES TO GRIND. UNLESS THIS HAPPENS, BOSTON WILL BE LEFT FOREVER WITH THIS USELESS AND UGLY SCAR RIPPED ACROSS THE FACE OF THE CITY.

OUR OWN ORGANIZATION, CIM, IS NOT ENTIRELY PLEASED WITH THE CORRIDOR PLAN: WE SUPPORTED THE ORIGINAL EXPRESSWAY. SAY "NO" TO CIM AND LET THIS WORK BEGIN.

THE COMMUTER RAIL ADVOCACY PEOPLE ARE NOT PLEASED: THEY WANT TRAINS INSTEAD OF TEMPORARY BUSES. SAY "NO" TO THEM AND LET THIS WORK BEGIN.

THE NEIGHBORHOOD POLITICIANS ARE NOT PLEASED: THEY HAVE A MILLION RESERVATIONS ABOUT THE LOCATION OF SOME OF THESE FACILITIES. SAY "NO" TO THEM.

THE ANTI-TRANSIT, ANTI-RAILROAD, ANTI-HIGHWAY, ANTI-HOUSING AND ANTI-DEVELOPMENT PEOPLE ARE ALL NOT PLEASED. SAY "NO".

IT IS DOUBTFUL THAT ANY PUBLIC WORKS PROJECT IN THE HISTORY OF AMERICA HAS EVER HAD MORE CITIZEN PARTICIPATION OVERKILL THAN THIS ONE. MR. PANGARO LISTS 133 HEARINGS AND MEETINGS ON THIS PROJECT SINCE AUGUST OF 1973, AN AVERAGE OF ONE EVERY SIX-AND-A-HALF DAYS. SO LET NO ONE COME FORTH TO CLAIM THAT HE WAS EXCLUDED, OR THAT HE WAS NOT GIVEN AN OPPORTUNITY TO BE HEARD. EVERYONE HAS BEEN HEARD, EVERYONE HAS HAD AN OPPORTUNITY, EVERYONE HAS HAD INPUT.

AT THE END OF THE CITIZEN PARTICIPATION PROCESS, THOUGH, COMES THE TIME WHEN DECISIONS ARE MADE BY THE OFFICIALS WHOSE JOB IT IS TO MAKE DECISIONS. AND WHEN DECISIONS ARE MADE ON CONTROVERSIAL ISSUES, SOMEONE HAS TO WIN AND SOMEONE HAS TO LOSE. NOW, AS WE REACH THE END OF THE PLANNING PROCESS FOR THE SOUTHWEST CORRIDOR, LET US RECOGNIZE THIS

basic fact and move ahead into the construction phase of the program. If we lose sight of this basic fact, we may never arrive at the construction phase at all.

In conclusion, CIM would like to strongly endorse this Southwest Corridor plan, and to strongly urge the government officials here to exercise leadership in making the decisions necessary to get this program moving. If they succeed, then it will have been demonstrated that citizen participation can be a helpful and productive factor in government decision-making.

If they fail, though, it will be demonstrated that citizen participation can only delay and obstruct, and that this process is as useless as the Southwest Corridor wasteland that will remain as its memorial.

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June 22, 1976

Southwest Corridor Development Coordinator
Mr. Anthony Pangaro
8 Asticou Road
Jamaica Plain, Mass.

Dear Mr. Pangaro,

We are writing to you to give our support for the proposed reconstruction of five miles of existing railroad right of way through the South End, Roxbury, and Jamaica Plain to provide for the relocation of the existing elevated Orange Line as well as improvements to the railroad line. Also to include eight new rapidtransit stations and related facilities.

We feel the MBTA federal aid application should be granted as this railroad and transit project has been well planned, and will provide a transportation system that will contribute to the growth and development of the area. Also, we would like to see an extention of the Orange Line from Forest Hills through to Readville on the already existing tracks of the mainline railroad bed.

The Mass. Dept. of Public Works plans for an arterial street to run parallel to the transit corridor from Ruggles Street to Jackson Square and then to Forest Hills does not meet with our approval. This would seem to be bringing back the I95 highway we thought we had stopped. It would seriously affect the Forest Hills, Jamaica Plain and Roslindale areas by bringing thousands of additional cars into areas unable to cope with them. Instead of a new highway, efforts should be made to improve our existing roads.

Sincerely,

Mr & Mrs. Arthur Hammer
32 Pinedale Rd.,
Roslindale, Mass.

Henry J. Hanley
200 Raleigh Ave
Pawtucket, R.I. 02860

I would like to state my opposition to curtailment of any train service between Boston, Mass. and Pawtucket, R.I. For the past five years I have taken this route over 20 rides per month since I work in Boston and live in Pawtucket. Any curtailment, especially in the 6:03 a.m. from Pawtucket and the 5:10 from Boston would be a serious inconvenience to me.

4 Marbury Terrace
Jamaica Plain, Mass. 02130

July 13, 1976

To whom it may concern:

We would like to be put on record as being in favor of building the arterial street in the Jamaica Plain area. In our estimation, it would relieve some of the traffic congestion present in our residential streets.

Completion of this project should lessen the number of "short cuts" we are faced with and until the public is educated about the need for using public transportation, we must face reality. The automobile is here for a long time to come.

The installation of a new Orange line should aid in the reduction of vehicles on our streets, but the numbers will not decrease significantly enough to warrant a no-build decision on the arterial street.

However, a combination of the two systems would allow the Jamaica Plain community have a balanced transportation plan.

Sincerely yours,

Matthew F. Hanley, Jr.

Elaine F. Hanley

Leslie Harris
88 Lambert Ave
Roxbury, MA

I feel that all tracks should be totally depressed. The arterial street would not serve our community and would be a burden on us as it would bring an unwanted increased flow of traffic and congestion. This is primarily directed towards the J.P. end. The Roxbury Crossing end should be redone.

Hanson CONTRACTING CO., INC.

P. O. Box 67 · Jamaica Plain, Massachusetts 02130 · 524-4555

June 23, 1976

Mr. Anthony Pangaro
M B T A
500 Arborway
Jamaica Plain, Massachusetts

Dear Mr. Pangaro:

My family and I represent the ownership of ten properties on Pond Street, Goodrich Road and Lakeville Road in Jamaica Plain, with a total value of half a million dollars.

To relieve the serious traffic problem on the Jamaicaway, Pond Street and Centre Street, we must have the roadway to Forest Hills. It is imperative that it be done to save value and lives.

Sincerely,

Erling A Hanson

Erling A. Hanson
49 Pond Street

CHESTNUT CIVIC ASSOCIATION

7 CHESTNUT SQUARE — JAMAICA PLAIN, MASS. 02130

MICHAEL J. HAYES, PRESIDENT

June 15, 1976

Mr. Anthony Pangaro
500 Arborway
Jamaica Plain, Massachusetts 02130

Dear Mr. Pangaro:

As plans are being finalized for the construction of a new rapid transit and railroad line in the Southwest Corridor through Jamaica Plain, our community organization believes that the way this proposal can bring about the least harm and do the most good to our area is if the railroad and rapid transit line are constructed along with a Greenbelt Parkway to Forest Hills. Under that plan, not only would our neighborhood and all of Jamaica Plain benefit from better M.B.T.A. service, but there would be a reduction in traffic and noise on our streets, and improvement in public safety, and an increase in property values.

We are completely opposed to any plan that would leave considerable areas of the corridor available for industrial use or housing projects. We believe the protection of our homes and the safety of our children can be best served by both rapid transit service and a parkway all the way to Forest Hills.

Most importantly our membership has voted for immediate construction action to clean up this dangerous eyesore that exists throughout our community. We believe the modified depression plan together with the construction of the arterial street to Forest Hills is best for our community.

Sincerely,

Michael J. Hayes

Michael J. Hayes
President

Not delivered

8 Hubbard Street
Jamaica Plain, Massachusetts

July 15, 1976

To the Honorable Gentlemen from Washington:

Since writing the attached report, expressing my reasons for favoring Option 1 - Leaving up the Embankment - I have had the privilege of meeting with Mr. Pangaro, Members of the Jamaica Plain Civic Association, Mr. Frank Hegerty, President of the Jamaica Plain Community Council, and others, at which time Mr. Pangara pointed out in full detail the advantages of adopting the Modified Depressed Alternative, rather then Leaving up the Embankment.

Mr. Pangaro was very informative as he told us why the Modified Depressed Alternative would be best for our community, and he very patiently answered our many questions. We surely deeply appreciated his kind cooperation.

As a result of the information which he gave us, I now wish to be recorded in favor of the Modified Depressed Alternative, but I am submitted herewith to you my original report just the same, and I hope you enjoy reading it.

In closing I would like to say that all we wish and pray for in the Boylston Station area is "peace" and "tranquility" as we used to have before I-95 every came into the picture. Since then we have been distraught and very depressed with the harrassment and dissension caused by agitators who have come into our neighborhood and oversteppe their bounds.

AFTER ALL, WHO KNOWS WHAT IS BEST FOR A COMMUNITY BUT THE RESIDENTS THEMSELVES!

Respectfully, Charlotte F. Hegerty

P.S. As a very old-time resident of the Boylston Station area, let me say that the "embankment" was never considered a "Barrier" in the community, nor "Chines wall." It has always been considered a "treasured landmark." CFH

8 Hubbard Street
Jamaica Plain, Massachusetts
(524-4285 or 444-0110)

June 22, 1976

To the Honorable Gentlemen
from Washington:

As a very "old-time resident" of the Boylston Station area of Jamaica Plain, I am very happy to have this opportunity to present not only my personal views, but also the views of many other residents in this community, regarding the Southwest Corridor Analyses.

Because we have had our homes here for many, many years, and because the Governor, the Mayor, the BTPR, and other officials have stressed "COMMUNITY PARTICIPATION," and because we have been faithful in our attendance at very meeting possible,we feel that our views should be given priority consideration by you treasured gentlemen from Washington as you are about to make the "final" decision as to what is to be done here.

We are definitely in favor of "keeping the embankment where it is," and adding the necessary tracks for transportation. We of this neighborhood have regarded this embankment as a "treasured landmark" through the years, and it will always be remembered as such whether it is removed or not.

With your kind permission, I would like to quote fomr the Environmental Analyses many erroneous criticisms regarding the embankment which must have been made by "outsiders" or "newcomers" in the neighborhood. I quote -

> "Due to its imposing size and narrow openings, the embankment "looms as a physical barrier between communities." This statement is absolutely false,for the embankment has never been considered a "barrier," nor a "Chinese wall" dividing the community. Through the years we have had friends on both sides of the embankment, whose friendship has extended over the so-called "wall." The parishioners of Our Lady of Lourdes Church and the Boylston Congregational Church can attest to this fact, especially.

Let me quote further from the Analyses:

> "The existing embankment is a major generator of noise in the area. The primary cause is the noise emanating from train wheel diesel engines."

The "noise" referred to has never bothered residents who lived right beside the embankment, and they would still be living there had they not been cruelly displaced because of the proposed Southwest Corridor, which, after they were "thrown out from their homes," was never built. I think former residents should be given the opportunity to return if they wish to, and the State, or Government, should rebuild their homes "free of charge" to make amends for what they have suffered.

Let me quote further the remarks made regarding the embankment in the Environmental Analysis:

"The bridges will have to be widened and sound barriers installed, and the embankment will then give the appearance of a 22 to 25'foot high structure, which will make the span visible from a greater distance, and therefore, will loom in the landscape as a dividing feature."

We would never mind the appearance of a "high structure." for we are used to them in the city now, and we would never mind if the span was visible from a greater distance, and loomed in the landscape as a dividing wall. It would be a welcome sight to us, ~~a "dividing wall"~~ the considered a "dividing wall"

Again let me quote more criticisms regarding the widening of the embankment and bridges, etc., etc., etc.

"As the width of the barrier increases, the enclosed space becomes "tunnel-like." This raises pedestrians' fears of personal safety and passage to the other side is increasingly discouraged."

This is an absurd supposition, for we have had two tunnels in this area for years, and no one was ever afraid to go through either, until "vandalism" took over in the nighborhood, and caused the fear. If these tunnels are built, we should be assured of protection, and proper lighting. With any new project in the neighborhood "protection" should b e guaranteed, for although we never needed it before, we surely do now.

with high pressure sodium lamps.

Let me quote again as follows:

"The amount of land used by the widened embankment would preclude planning for much more than essential landscaping, whereas the preferred alternative creates useable open land which would be used for land development and recreational opportunites."

We certainly do not want any more "playgrounds" in our area, for the two or three we have had have been destroyed by vandals within a month of their construction. Tress, benches, and apparatus have been actually "torn apart" and whenever hippies intruders have been present, there has been no supervision, protection and we have had to continually call the police to take care of the many confrontations which have occured during the evening or early morning hours by "outsiders" who have caused trouble and littered the playground almost every night.

However, the MDC do not have enough police to take care of these agitators. We sick and tired of having had to stand all the deterioration which has resulted since I-95 was not built, and no one has realized what we have gone through. We have been harrassed continually by "outsiders" who have tried,and are trying,to take over our community. I would like to invite all the officials at this meeting and the Governor and also the Mayor to live in this wasteland for a while to see if they would not feel as we do. I'm sure they wouldn't stay long.

About a year ago the embankment was defaced by outsiders as they put atrocious paintings there, without even consulting the abutters. These paintings were authorized by the MBTA, through Mr. Frank Morgan, one of their executives. He gave permission to Mr. Farrell of the Youth Activities Commission to put them there. They were done by boys as a deterent to their possible vandalistic tendencies. (What will they give them to do next!!!!)

Since then more defacing has taken place near the railroad bridge, in various colors, and just lately a huge lettered inscription has been painted on the bridge to the left of the embankment, which reads "Community Before Commuters. No Arterial." This was a professional job done at night by those who are against the building of the arterial street. We know who some of them were, but they have not yet been punished, and we think they definitely should be as they destroyed personal property. We are wondering how much longer we have to stand this interference in our community by"outside agitators." The whole embankment is now a monstrosity, and we feel we are justified in asking that all the paintings be sand-blasted, and the embankment be restored to the "treasured landmark" it used to be,-and still is. Even though there is a possibility of it being torn down, we know this would not be done for possibly two years, and we feel it should be taken care of immediately. We have felt like a "ship without a sail," for despite all our efforts to "get action," we have failed.

So far as our decision to keep the embankment up is concerned, we are still skeptical about the possibility of building the alternative "over Stony Brook," as there is no definite assurance that it will not again "overflow," as it did in 1877, according to an authentic report appearing in a record at City Hall. There is also authentic information that the embankment was constructed at the turn of the century for the "protecion and safety of the people," and, most of all, to "prevent flooding from an "overactive brook."

There is absolutely no justification for expending the exhorbitant amount of public money for tearing down the embankment. The rail corridor and depots are already there. The only additional engineering requirement is the modification and refinement of the rail system to accommodate "Rapid Transit" and "Amtrak" from Boston to New York. There is sufficient clearance of land to accommodate vehicular traffic running parallel to the rail corridor.

If this travesty is allowed to be carried out, it will violate the safeguards that have been promulgated pertaining to noise, dust, air, and water pollution, flooding, and other ecological impacts, and we who have lived here for years do not want to take the chance if possibly"losing our homes,"and being drowned" ourselves, and neither do we want to be "left in a dust bowl for years."

At one time the railroad bed was on the street level, but because of train accidents, loss of life, and "flooding," it was deemed necessary, prudent, and wise to construct an embankment of earth.

This logical and far-sighted engineering decision has accommkdated the movement of supplies and troops in war, and also passenger and fright traffic without accident or flooding.

Taking down the embankment would also be an annoyance and inconvenience to the community, and also a wilful waste of money, for, according to the analyses, it will cost only about 167.. million, which is about half the cost of the suggested alternative, 326.9 million,- and, further, leaving the embankment up, so far as the job time is concerned,- will only take 36 months, whereas the suggested depressed alternative would take 48 months.

We think it would be a good idea to use the difference in cost to remove the "hazardous elevated structure" on Washington Street, which not only is a menace to the community, but a great hazard to those who take the chance of using it. DON'T FORGET THAT THE MONEY TO BE USED IN THIS PROJECT IS INDIRECTLY "OUR" MONEY, AND WHY WASTE IT!!!

In closing, regarding the retainment of the embankment, let me quote from a letter written by the Jamaica Plain Civic Association, under date of October 10, 1973, to Mr. Claude S. Brinegar, Secretary, U. S. Dept. of Transportation, Federal Highway Administration, Washington, D.C.

> "For the past twelve (12) years our Community has been destroyed by the demolition of homes, churches, schools, and business establishments, utilizing the law of "Eminent Domain" in order to construct a 2½-mile corridor, a linkage, to an interstate highway identified as "Route I-95."
>
> Studies upon studies have been made and duplicated, surveys upon surveys have been conducted and discarded, a moratorium was declared by the Governor after the above-named destruction had been completed, all of these at the public's expense and inconvenience."

Since then there have been more and more studies, but now we hope there will not be another one, for we feel we have had enough of them. What we want is "ACTION." We hope you gentlemen, - the honorable Decision Committee from Washington will feel we are justified in deserving what we seek.

So far as the construction of an "arterial street" between Jackson Square and Forest Hills, is concerned, I am 100 per cent for it, as are others in this neighborhood. For many years Lamartine Street has been a "regular parkway," whereas it originally was just a residential street. We want it returned to a strictly residential street, as we have been used to a "quiet and peaceful neighborhood."

The traffic on Lamartine Street is hazardous at the present time, and although we have appealed for relief, again there has been no action.

Older folks and children, especially, in this area are "afraid" to cross the street, and at intersections, the situation is most dangerous.

We also feel that the arterial street is necessary to take the heavy traffic from Armory, Washington, and Centre Steets. If this street is built as we sincerely hope it will be, it will remove the heavy traffic from all these streets, and there will be no more traffic going in or out of Jackson Square than there is now. On Centre and Washington Streets parking is permitted on both sides, which is a great hazard to everyone, especially when emergencies, such as fire or illness, occur, the engines cannot get to the troubled spot, nor can the ambulance drivers. At the present time the police cannot meet emergencies because of the heavy traffic also on these streets.

Many thousand less cars will be traveling on the streets listed in the attached clipping if the arterial is built, and it is only common sense to realize how badly it is needed, and has been in the past. The residents in Jamaica Plain know only too well what the congested situation is, and has been, and, in my particular area, I, too, am well aware of how very much we need the proposed "arterial street."

We hope the authorities will grant us what we wish, and fully understand we are justified in asking for their kind cooperation, especially as the Governor, the Mayor, and the S.W. Corridor Co-ordinator, etc. have always sought "community participation," and we have tried to give it 100 per cent. After all, who knows better what is necessary and needed in a neighborhood than the "residents" themselves!

Thank you all for the chance to present my views!

I also wish to express my personal thanks to Mr. Pangaro, Mr. Wofford, Mr. Salvucci, and all those who have so kindly cooperated with us during the many meetings we have sttended through the years. It has been a pleasure to have met with them.

Sincerely,

Charlotte F. Heerde

(Charlotte F. Heerde)

"SAFER STREETS - BETTER POLICE & FIRE PROTECTION

LESS TRAFFIC !!!

NUMBER OF CARS EACH DAY ON J.P. STREETS WILL BE...

	IF PARKWAY BUILT ONLY TO JACKSON SQ:		IF PARKWAY BUILT TO FOREST HILLS:
LAMARTINE	9,500	DROPS TO	3,200!
AMORY	9,000	DROPS TO	3,200!
WASHINGTON ST.	18,000	DROPS TO	8,000!
FOREST HILLS ST.	8,500	DROPS TO	5,500!
JAMAICAWAY	35,000	DROPS TO	28,000!
CALL ST.	5,500	DROPS TO	2,000!
SOUTH ST.	8,500	DROPS TO	5,000!
CENTRE ST.	16,000	DROPS TO	9,500!

See over

Our fervent hope is that in the future "agitators" will be kept out of our neighborhood, and that we may, again, be able to "live in peace and harmoney" as we did before these intruders harrassed us. CFH

Hersey

TOWN OF NEEDHAM

MASSACHUSETTS

Office of
BOARD OF SELECTMEN

July 15,1976

I am Henry D. Hersey, Vice Chairman of the Needham Board of Selectmen, and Chairman of the sixty-five cities and towns out of the seventy-nine cities and towns, members of the MBTA Advisory Board.

I am speaking for many of the towns in the southwest corridor directly affected and the members of the Advisory Board. They have been very outspoken against the southwest corridor public transportation development as proposed in the capital grant application to the Urban Mass Transportation Administration, Washington, D.C. for the relocating of the Orange Line and improving Amtrak's right of way and arterial street location and design.

Therefore, I wish to be recorded with these affected towns as opposed to this proposed mode of public transportation as unacceptable to these towns and economically unsound.

Henry D. Hersey, Chairman
MBTA Advisory Board
For the 65 Cities and Towns

Margery P. Hines
35 Alden St
Dedham, MA

I object to any changes in service.

GEARY W. HILL
2 SAINT MARK STREET
JAMAICA PLAIN, MASSACHUSETTS
02130

FORDHAM COURT TENANT ORGANIZATION
MEMBER

TO: Department of Public Works
Massachusetts Bay Trasportation Authority

Dear People,

I hereby state that I am apposed to the construction of an arterial street through Jamaica Plain. Iam not apposed to the relocation and complete depression of the M.B.T.A. Orange Line, and support that project.

My reasons for this are;

I. As a young adult in my community I have plans of fathering and raising children in my community. But this can only be done if my children can be safe here! I ask you how safe will children be with the projected 36,000 cars, trucks, and buses racing through thiar back yard, 25 feet from thiar back door? How will the ommissions from these vehicles keep my children safe? How will the noise levels from this traffic keep my children safe?

II. As I am not in the same income bracket of those proposing, and those polotitions supporting this arterial street I don't own a car and frequently walk the streets in Jamaica Plain, as it is presently their is a great amount of danger in crossing the four streets I must just to get to Forest Hills, with the added 36,000 cars,trucks, and buses, brought in by this arterial srteet it will be impossible to cross to Forest Hills, and increase the likiyhood of pedestrians being struck down in there own community.

III. I don't want to be resposible for the costs of removing snow, litter, sweeping this street, or the cost of repair maintenance, all of which I have heard no projection for.

IV. I see a total lack in common sense in rebuilding and relocating the M.B.T.A. and puting an arterial street right next to it. This street would in fact discourge the use of the new M.B.T.A.

V. I refuse to pay out 300 million dollars to build an arterial street for those who work on Boston jobs, so they can get the hell out of my community faster and without having to go near our small businesses. Why should I pay the outragous 300 million dollars so that outsiders can drive thair gasburning, airpoluting fancy cars right through my community WITH MORE COMFORT?

I WON'T !!!!!!!!!!!!!!
WE WON'T!!!!!!!
SO DON'T!!
!

WHEREFOR, I DEMAND that you do not build the proposed arterial street. And relocate the M.B.T.A. completely depressed.

NEPONSET CONSERVATION ASSOCIATION

INCORPORATED

June 21, 1976

Mr. Anthony Pangaro
Southwest Corridor Development Coordinator
8 Asticou Road
Boston, Mass., 02130

Statement for the public hearing, June 22, 1976

Dear Mr. Pangaro:

I wish to endorse the plans that have been developed for the reconstruction of the Southwest Corridor and the improvements in the local transportation facilities that are so essential to the economic viability of this area. I hope that the feasible amount of rail lines depression will not remain a barrier between the local communities.

However, I wish to emphasize the importance of providing some kind of green strip through this area. If commercial and industrial considerations displace all forms of esthetic improvements we are guaranteeing the construction of a future depressed area. We must not repeat some of the recent monuments to low cost housing that have become areas in which no local residents could possibly have civic or personal pride.

Very truly yours,

Waldo Holcombe

Waldo H. Holcombe (Pres.)
180 Canton Ave.
Milton, Mass., 02187

William P. Hourihan
19 Pond View Ave
Jamaica Plain, MA 02130

We wish to go on record to support the fully depressed version of the rapid transit line and the new Orange Line extension from Jackson Square to Forest Hills.

BOSTON REDEVELOPMENT AUTHORITY

STATEMENT ON ENVIRONMENTAL IMPACT ANALYSIS FOR SOUTHWEST CORRIDOR

PRESENTED BY: ROBERT T. KENNEY
BRA DIRECTOR
JULY 15, 1976

The proposed program for the Southwest Corridor represents one of the largest single public investments ever to be made in the City of Boston. The magnitude of the problems to be addressed is also large, and deserving of bold solutions. In the main, we believe the general preferred course of action described in the Environmental Impact Analysis can be made acceptable with significant modifications and can be implemented without unnecessary delay. We hope that the decisions resulting from this hearing will clear up all esseential elements so that any compromises in the future will be relatively minor and not hold up the realization of long awaited transportation and land use improvements.

The Process

The investigation of alternative transportation alignments, as part of the Boston Transportation Planning Review and the planning process that has culminated in the Southwest EIA document, appears to have been adequate. The level of analysis of alternatives appears to match the degree of accuracy of the data which was available and which was developed for the project. Assessments of both the immediate beneficial and detrimental effects of a major transit relocation

of the type proposed are presented and weighed against the alternative of rebuilding the system in a subway along its present alignment. We are pleased to see such assessment and can now feel more confident that planning for the Southwest Corridor was not just planning by edict.

Replacement Service

One point that has been brought out by this assessment is the clear need for viable replacement service for the South End and Roxbury areas. The idea of replacement service presents itself as the next pressing issue to be resolved if a relocation of all Orange Line services as well as demolition of the elevated is to be accomplished. The MBTA should proceed with all deliberate speed with the development of the replacement service concept and the evaluation of feasible alternatives. It is our feeling that early implementation of replacement service is required to avoid loss of transportation service for those transit-dependent people living in the Dudley Station area and northwards who rely on access to downtown via the Washington Street elevated.

The replacement service investigations as well as the design process in the Southwest Corridor should also include any or all impacts to those residents abutting the Midlands Division alignment. The necessary use of the Midland Division as an alternate route for commuter and inter-city rail traffic during construction as well as its possible use as an alignment for future transit service involve possible detrimental environmental impacts such as increased noise.

These issues should be brought to the attention of all those affected along the alignment and other interested parties so that a good solution can be found.

Until an alternative for replacement service is selected and an implementation schedule established for such service it is felt that branched service on the Orange Line should be held open as an option. Branched service with the Orange Line running both on the elevated south to a terminal point at Dudley as well as the relocated alignment to a terminal at Forest Hills should serve the short interim period until adequate replacement service is ready to be implemented. Branched service with an at-grade crossing and junction south of Essex Station presents numerous operational and scheduling problems as well as detrimental effects on the frequency of service for both branches. But as I have mentioned, we should not abandon those city residents and business persons from Dudley northwards to worsened transportation service.

The Proposed Street between Jackson Square and Forest Hills

One of the more controversial issues in the planning process for the Southwest Corridor is whether or not an arterial street should be built between Jackson Square and Forest Hills. The question has been raised as to whether a new street is needed in this area, and if built, what effect such a street would have on the surrounding neighborhoods. In judging whether this particular segment of street should be built or not, one must recognize the overall objectives being sought, and then compare these to what objectively can be foreseen as the

actual consequences. The stated pruposes of building this portion of the arterial street is that it would provide relief to the problem of heavy through-traffic on local streets in Jamaica Plain and would provide connections to existing and future development throughout the corridor.

Traffic analyses predict that relief will be afforded to existing radial streets in Jamaica Plain while volumes will increase on some cross streets. Lamartine and Amory Streets which combined now carry 14,000 vehicles per day will receive the greatest benefit with an almost total elimination of through-traffic, leaving a residue of over 3,000 primarily local vehicles. Centre Street and Washington Street also receive significant relief from the amounts of traffic which they must handle with difficulty today. If the arterial street is not built, all of the streets mentioned would be called upon to handle similar or only slightly greater amounts of traffic in the future. In either the build or no-build case there is a clear need for a comprehensive and more detailed study of street circulation in the whole of the Jamaica Plain residential community.

The benefits gained in the redistribution of through-traffic in this area should not induce more people to drive to the Boston core overall, but will attract more through-trips into the corridor. The proposed connection is a street, not an I-95, and should not be viewed as an express highway. When one examines the projected figures for total vehicular miles traveled in the southwest for future years there is only a small increase in vehicular traffic for the build versus the no-build alternative. Established Federal, state and local policies

and regulations are directed towards a stabilization if not reduction of urban area traffic and also stress the concept of transportation systems management. This policy seeks to achieve an optimum balance and overall increase of efficiency in the use of mass transit for the transportation of persons and the street system for the transportation of goods and services. A decision has to be made as to whether the arterial street in Jamaica Plain, combined with street improvements between Jackson Square and Ruggles Street, is needed to provide complementary roadway improvements to serve mass transportation facilities and land development in the Southwest Corridor.

We have noted the traffic relief to certain radial streets and an increase in volumes on some cross streets if the arterial street is built. In addition, the street imposes a spatial change in land development opportunities, resulting in a potential loss of up to 16 dwelling units and a potential gain of about 60,000 square feet of non-residential development and about 110,000 square feet of open space.

The final decision to build or not to build the arterial street must take into account the sentiments of the Jamaica Plain community who must judge the pro's and con's from their own perspective. As is both the rule and good practice in conduct of public hearings of this kind, the decision should not be made until all testimony has been received and digested.

Rail/Transit Profile

I now wish to address the issue that the Boston Redevelopment Authority considers the most serious aspect of the proposal for the Southwest Corridor, that of the new rail transit alignment and the modified depressed profile. Certainly it can be seen from the information presented in the EIA document that any proposals limited to the present railroad embankment at its present elevation would only serve to reinforce the barrier effect this massive wall has had on the surrounding communities for such a long time. The loss in development potential in the corridor as well as the negative impacts to security, noise abatement and visual character caused by an embankment which could be 6 to 10 feet higher as well as wider than the present structure are totally unacceptable to the City of Boston and the people living in the southwest. For this reason the majority of the planning effort for this project has been spent on the fully depressed rail/transit profile. This profile was considered the only viable alternative that would satisfy the transportation objectives and provide the beneficial effects to the surrounding areas. Unfortunately, late in the process it was assumed by some that the costs associated with building the fully depressed scheme, which involved costly construction below the existing ground water table, were excessive, and possibly not cost effective from a transportation point of view in the eyes of the funding agency, UMTA. The modified depressed scheme was then hastily developed to avoid costly ground water interference by only partially depressing the rail/transit alignment. This scheme necessi-

tated severe topographical changes such as raising the elevation of most of the local streets crossing the rail/transit alignment. Little time was left in the tight schedule of the project to properly present the modified scheme to the working committee of local agencies and community participants. As a result the solicitation of the committee's comments and the resolution of major problems in the scheme could not be accomplished in time for final inclusion in the EIA document. We are told, however, that the modified scheme represents the worst case, that is, the highest profile the rail/transit would take on, and that at problem locations the profile would be lowered by an appropriate amount to reduce the need for extensive retaining walls and to ease the detrimental impacts on the surrounding areas. We have now reached a point where much more detailed engineering data on the exact ground water elevations and the existing subsurface soil conditions as well as the requirements of existing and proposed development must be gathered before design decisions and detailed cost estimates can be made for alternatives at the critical locations along the alignment. The modified depressed alternative, as now presented, is deficient in a number of critical locations and requires major adjustment to lower the profile before being acceptable. We believe that the depression must be tailored in the engineering process to both reduce cost to acceptable levels and be functionally and environmentally sound.

The following is a brief description of those critical locations along the modified depressed alternative that the Boston Redevelopment Authority has identified as requiring major adjustment in the rail/transit profile:

McBride Street - Williams Street Area - The modified depressed alternative as shown severely impacts present city plans for conversion of the present Boston Gas building and the surrounding property into a new Southwest II High School. Presently proposed profiles on both McBride and Williams Streets would require extensive retaining walls or viaduct sections that would divide the school from the atheletic facilities as well as present impossible problems to general access and servicing for the school. Proposed grade changes would also severely impact the neighboring residential community to the west of the alignment.

Green Street Area

This area exhibits the highest ground water elevations along the rail/transit alignment. Lowering of the profile in this general area is required to avoid impacting the existing Johnson Playground to the west.

Jackson Square Area

Proposed profile elevations in this area should be lowered to eliminate the detrimental effects to the existing Bromley Heath Housing Project and the associated Albert Street playgound

area. Present profiles would result in the necessity of large retaining walls adjacent to several existing buildings and would cause difficult grade transitions for the proposed extension of the playground area over the proposed transit station.

Ruggles Street - Mission Hill Extension Area

A lowering of the rail/transit profile is absolutely necessa in this area. If the modified scheme were constructed as propose the resulting vertical alignment at existing intersecting streets would be intolerable. The proposed large transit station and the proposed open space decking at the housing project would present as much of a visual barrier as the present railroad enbankment. Additionally, there are a number of locations which require minor adjustments in lowering the profile in order to be acceptable.

By accepting the general profile adjustments just outlined as the absolute minimum alterations required of the modified depressed scheme, I feel that the objectives of the transportatio improvements will not be compromised and we will be well on the way to eliminating many of the detrimental impacts that would have been presented to those abutting the rail/transit corridor. Innovation and careful attention to detail will be required in the development of the final engineering plans and the implementation of this massive project so that a cost effective solution may be achieved.

Conclusion

The Boston Redevelopment Authority regards the Southwest Corridor Environmental Impact Analysis to be comprehensive and fundamentally sound. We have shown our strong desire to assist in the implementation of needed improvements both in transportation and development in the corridor by offering to undertake the final design work for the cross-town arterial street. Although the cross-town street may be the first visual improvement in the corridor, surely by continuing the cooperative spirit shown during the drafting of this document we will be able to go beyond determining if the proposed facilities meet established environmental standards. The question all concerned parties should now turn to is how can this basic plan be implemented to contribute to the improvement of life of all those who live in the Southwest Corridor and also adequately serve regional objectives. The BRA, as the City's planning and renewal agency, expects to participate fully in all phases of the design and construction of transportation facilities and development of land uses to meet these objectives.

WARD 19 CIVIC CLUB

660 CENTRE STREET
JAMAICA PLAIN, MASS. 02130

THOMAS J. HUGHES, JR.
PRESIDENT

July 9, 1976

Mr. Anthony Pangaro
500 Arborway
Jamaica Plain, Mass.

Dear Mr. Pangaro

As long-time residents of Jamaica Plain actively involved in the affairs of our community, the members of the Ward 19 Civic Club firmly endorse the construction of a depressed rapid-transit and railroad line with an arterial street as far as Forest Hills. We believe the benefits of this project, in reducing traffic congestion, noise, and safety hazards on our streets, improving public transportation, increasing property values, and in eliminating such urban monstrosities as the elevated structure and the filthy railroad embankment clearly justify the cost.

We are completely opposed to any plan that will have the present land vacant and desolated or any scheme that would make it available for industry or in-fill housing. The time has come to rebuild Jamaica Plain the right way, with semi-depressed transit, the railroad, and an arterial street.

Sincerely,

Thomas J. Hughes

THOMAS J. HUGHES
PRESIDENT,
Ward 19 Civic Club

TJH/kr

I am Janet Runkel of 25 Cumberland St., Boston, located 40 feet from the Penn Central alignment. I am speaking on behalf of the St. Botolph/ South End Task Force.

The St. Botolph/ South End Task Force represents four inner city neighborhoods of over 5,000 people living within a dense one half mile streech of the alignment from Back Bay station to Carter Field. Our Task Force originated in the Fall of 1975. With the help of the office of the SWCI We undertook an extensive investigation of how noise and frequency of the proposed transit line aligned in the Penn Central r-o-w serving Amtrak and Commuter Rail would affect our community. Today we wish to share with you who we are, our many issues and their satisfactory resolution, as expressed in our support of the project.

Our underlying concern was to preserve the quality of life which we feel makes our community very special. We are a diverse society of families and individuals, old and young, laboureres and professionals, generation of South Enders growing up on the same block and of new comers, of Blacks, Whites, Spanish, Orientals, Indians in a balance that allows our children to walk to school. Our varing life styles suggests the spectrum of reasons to be attracted to the community though many come and most stay because of this unique social fabric.

For years we have worked--at times struggled--towards a better quality of life. Private investment, State and Federal programs coupled with citizen participation have reversed the tide of housing deterioration, have tuned empty lots into green space, have provided for security and privacy. But, as you might say to a guest entering your half-~~built~~ home: isn't this going to be delightful?, we too have visions of that not yet built. To understand our concerns we

ask you to look beyond what now exists and realize our unfulfilled goals. The seemingly abandoned lots abutting the r-o-w, once poor quality housing now demolished, represents promise upon promise for low and moderate income housing. We need build these hundreds of housing units to complete our community. The fine park abutting the r-o-w--dedicated just last month--is in constant use, We need to have healthy and safe usage of it. And too, we have hopes for continued rehabilitation of the existing housing stock.

And we ask you to realize that our past efforts have provided opportunities for housing, transportation, open space and other services in relationship with each other and other communities. At a minimum, we expect that planning being carried out by the State and supported by the Federal government will respect the past public and private investment and our local intentions to complete our planning goals.

Our task force felt that 800 trains per day, an increased frequency of 10 times today's traffic, said transportation could be built but in conflict with our goals. The noise would preclude Federal and State financing on the parcels abutting the r-o-w--that says 'no vacancy' to low and moderate income households, private investmen would not be considered prudent, open space not healthy. Moreover, the visual continuity of our historic setting would be disrupted.

Because we wished to support the project we developed standards whereby transportation needed by other communities could be aligned through our neighborhoods without serious environmental impact. Although I know Amtrak by the vibration in my throat and CR by its click clack, I cannot separate out any one particular noise from the entire impact, It is but one environment within which we live and one environment with which we feel you should be concerned. In

general we feel it essential that review of the Orange Line [illegible] consideration on already impacted r-o-w. Specifically our issues are as follows: minimum of takings, noise not to interfer conversation outside at the nearest residence; vibration to be as close to imperceptible as possible; designs to be compatible with our architectual heritage and the small scale of our homes and neighborhood; security and privacy of the residents to be maintained; and the entire system to be designed complete in and of itself, so that its success in meeting our standards do not rely upon extensive maintenance or design of equipment. Our standards were meet.

Thus we support the relocation of the Orange Line given that (1) our community is provided with adequate environmental protection. The project description in the Capital Grant--given four changes which will be explained--does just that, It resolves the noise from Back Bay station to Mass. Ave. by covering the r-o-w with a structure. By being no higher than 6-9 feet when viewed from the street this structure will conform with the small scale of the houses. By providing adequate landscaping, ~~iron work~~ appropriate fences, brick facing as well as other materials and amenities to make it visually pleasing and community acceptable it will conform with our architectural heritage and will visually enhance the streets abutting the r-o-w. The noise from the trains and turnpike in the neighborhood abutting the Back Bay station will be treated with acoustic baffles to achieve a noise level lower than what now exists. It seems only reasonable for us to ~~request~~ award the Capital Grant for ~~that~~ acoustical protection instead of openings in the cover, ~~be part of the Capital Grant~~ for the following three locations: from Back Bay station to Yarmouth St, Fro. Albemarle St. to Mass. Ave. station and wherever windows intersect with the cover. It is totally unacceptable to have ~~such~~ these noise leaks in such

a well planned design. Acceptable noise controls can be worked out in the design phase.

We support the relocation given that (2) taking of land along the East side of the r-o-w is no more than the four feet documented in the Capital Grant and the 8 ~~houses~~ buildings likewise documented. We remain a little sore about losing any housing and expect relocation assistance and compensation to be generous.

We support the relocation given that (3) future design of the cover, stations and arterial streets are in agreement with the community. To this end we will be submitting in writing a memorandum outlining what we feel is adequate citizen participation.

We support the relocation given that (4) our homes ~~and homes~~ are not adversly affected by construction or operations of the Orange Line. The forth item which we request to be ~~included~~ amended in the Capital Gant is a pre-construction survey of buildings abutting the r-o-w and buildings structurally attached to the abutters.

We support the relocation given that (5) good downtown connecting high -capacity replacement service is built in a timely manner on Washington St. and our existing Green Line Arborway service is maintained and appropriately improved.

Throughout the Public Hearing many individuals from our community that have collectively spent thousands of hours analysing this project will come and speak on the varied ways that the proposed transit will affect our lives 24 hours a day. For your convenience in collaboration our section I am submitting the list of individuals. Observe who we are and you will see the very special community we represent; listen to what we so strongly believe in and you will comprehend our needs, our goals our rational for the standards established and why we enthusiastically support the re-location of

FenPAC
Fenway Project Area Committee

TO: Anthony Pangaro
FROM: Fenway Project Area Committee
DATE: July 15, 1976
RE: FenPAC Statement for the Orange Line Relocation Public Hearing

The Fenway Project Area Committee supports the proposed Orange Line Relocation project, but only under the following conditions:

1. The project must include an adequate acoustical cover, either temporary or permanent, on both sides of the intersection of the project and Massachusetts Avenue in the Fenway. The Environmental Impact Analysis currently shows these areas uncovered, thus generating severe environmental impacts on four adjacent urban renewal parcels.

Parcel 6 and Parcel 7 directly abut the proposed project. According to the current Fenway renewal plan, they will accommodate approximately 150 units of mixed income housing to replace housing units already demolished by past renewal activities. Construction of the proposed project without adequate cover would effectively render these parcels undevelopable for their intended purpose.

Parcels 5 and 9 are adjacent to 6 and 7. Four hundred units of low and moderate income housing are scheduled for these parcels with construction to begin in the fall. Lack of an adequate cover would seriously compromise the environment of future elderly tenants.

2. FenPAC must be directly involved with the design and design approval process of both the proposed Mass. Ave. and the Ruggles St. stations as well as other elements accessory to the line in the Fenway area.

With respect to the Mass. Ave. station:
The station must be compatible with both the character and structural stability of the surrounding buildings.

The MBTA should make provision for joint development of the air rights at and near the station.

FenPAC would also like to have more documentation of the consequences of the so-called "piston effect" at the station platforms and what feasible steps may be taken to counter it after the construction of an acoustical cover at the Mass. Ave. intersection.

With respect to the Ruggles St. station:

Station design must incorporate adequate bus loading and unloading space and more passenger walk-in corridors. According to statistics given by the EIA, 55% of the station's users will arrive by bus, 25% on foot, and 15% by auto. FenPAC questions whether the current station schematic design reflects these statistical proportions.

Station designs should also include provisions for a future connection with the circumferential transit system that has been proposed for the Ruggles Street corridor.

3. FenPAC supports construction of the proposed arterial street from Forest Hills to Jackson Square as a necessary element in the city's arterial street system. FenPAC has long fought traffic incursions into residential and parkland area, but has come to realize that until a workable arterial pattern exists, Boston's neighborhood streets will continue to suffer inappropriate traffic loads and the City's famous Emerald Necklace park system will continue to deteriorate.

In order to prevent through traffic from filtering through Forest Hills neighborhoods to reach the proposed arterial, FenPAC asks that the feasibility of a direct link from the Veterans of Foreign Wars Parkway to the proposed arterial be seriously investigated.

The EIA statement must include daily traffic volume charts for all parkways and major streets in the Fenway for both the no build and the build alternatives on the Jackson Square/Forest Hills arterial.

4. FenPAC should participate in the planning for all construction sequencing that would affect the Fenway area. Specifically, construction of the Mass. Ave. station must not completely block traffic circulation on the avenue at any time. Spoil removal must be done by railroad hauling. The use of trucks to haul 500,000 to 3,000,000 cubic yds. of this material through the Fenway neighborhood would be totally unacceptable.

5. Under no circumstances does the Fenway community want the relocation and redesign of Ruggles St. to create an "ad hoc" vehicular inner belt with increased traffic flow through the Fens area.

cc: Robert Walsh
Deborah Fawcett
Janet Hunkel

July16,1976

My name is: Herbert Jackson of the Roxbury Multi-Service Center Team Head of Tenant Advocacy,Housing and Director of the Trash Monitoring Board.

I am here to make you aware of the use of property without permission or any regard to the owners and the added insult and disrespect for the people who live in the area. Some of these violations sound like the Following:

1. Dumping of trash next to playgrouds, Homes, and Businesses, and etc.

2. Utilizing areas for transferring stations for dumpsters and other Trash.

3. Tearing down buildings half way and going from 1 to 4 weeks before completion (These are dangerous to our children But also case hazards, encourage Rat infestations and desease.

4. Leaving of Abandon Automobles makes fine housing of rats to spread desease.

All of these things happen because of no law enforcement of City ordinances State and Federal Codes and all other rules and regulations. These law enforcement Inspectors get paid each and every week to Execute these duties that are supose to be Fulfilled.

We urge that consideration of these problems and concerns be given during the implimentation of the Southwest Coaridor Project.

HERBERT H. JACKSON
Roxbury Multi SERVICE CENTER
317 Blue Hill ave
Rox MA 02121
Tel 427 4475 [illegible]

Roxbury Multi-Service Center's position on the Southwest Corridor Project (Public Hearing, July 15, 1976).

The Roxbury Multi-Service Center (RMSC) has always supported what it has determined to be beneficial programs to the Roxbury/North Dorchester community. The Southwest Corridor Transportation Project is one such program. As a member of the Southwest Corridor Coalition (SWCC), and participant on the working committee of the Southwest Corridor Development Coordinator, the agency has had an opportunity to both observe and comment on the ideas and plans which have emerged in this planning effort.

As a result of our experiences, we have developed the following positions on seven (7) key issues.

We recommend the acceptance of the endorsement of SWCC specifically:

A. A full depression of all tracks through the Southwest Corridor in Roxbury and Jamaica Plain.

B. No four-lane arterial street through Jamaica Plain from Forest Hills to Jackson Square.

C. Support of the Contractors Association of Boston, which seeks a set-side of thirty percent (30%) of the dollar value of contracts let in the corridor for minority contractors with community screening of positions created within the MBTA to implement this demand.

D. Support the position of the Community Task Force on Construction that fifty percent (50%) of the jobs on the project in this minority community, and thirty percent (30%) of the jobs on the remainder of the project in the city, trade by trade, should go to construction workers of color; further, that fifty percent (50%) of the jobs in the white area of the project should to to residents of those communities.

E. A new memorandum of understanding be signed to strengthen community participation in the remaining planning effort with community sign-off on new land disposition decisions.

RMSC further recommends that, to ensure a comprehensive development effort:

F. Engineering and design of the Southwest Corridor be done with consideration given to maximizing the number of alternative design possibilities of the replacement service which will impact the South End, Roxbury/North Dorchester and the Mattapan Square area of Boston.

G. The same job and contract requirements endorsed for the Southwest Corridor Project be applied to the Replacement Service Project.

H. Community participation be maximized in the planning of the Replacement Service Project to guarantee a total community perspective for the overall transportation efforts in the areas impacted.

RMSC has been delighted in seeing the cooperative effort on the part of the Governor's office through the Southwest Corridor Development Coordinators, the MBTA, Secretary of Transportation, Federal agencies, local organizations and the involved communities of Boston. We anticipate that with adoption of the above recommendations this project and related projects (Replacement Service) will improve the quality of life of all the residents of this region of the state.

Alpha L. Howze, Jr.
Director of Community Development
Roxbury Multi-Service Center

TO THE OFFICIALS PRESIDING AT THE MBTA AND MDPW PUBLIC HEARING
ON THE CAPITAL GRANT APPLICATION FOR RELOCATING THE ORANGE LINE.

Sir:

My name is Hugh D. Jones. Back in September the commuter rail riders of the communities in the Southwest Corridor learned that the MBTA and Secretary of Transportation Salvucci had plans for the train system that did not include the users of that system.

Not only did it fail to include us, but the proposed plan would practically kill the whole commuter rail concept while four million dollars and five to seven years were wasted tearing down the rail embankment for depression. In addition, the Needham line would be lost for that time with no guarantee that it would be restored as commuter rail.

Had it not been for a few who started the ball of opposition rolling -- the 100% backing of the passengers, some lawmakers and businesses -- this plan would have been shoved down our throats. The passengers have said NO to the closing of the Back Bay Station stop, demolition of the main line and termination of the Needham commuter rail service.

They have seen the system shortened so that it is now but a small portion of what it used to be. They have seen stations turned into hang-outs, dumps and open toilets, rolling stock neglected, filthy, unlit, unheated and unreliable cars, tracks so unsafe that competitive speed is impossible on most lines. So what happens? The MBTA comes to the "rescue" and the system decays further even though the number of passengers increases.

While the "T" spends millions on its rapid transit lines it is unable to make the system work properly, it is losing riders, it does little or nothing for the rail system that shows promise for

areas it serves. Everyone calls for balanced transportation, but it seems at the expense of rail commuter service.

The passengers and towns served in the Southwest Corridor are overwhelmingly against this waste of money and time and feel that the present system could be improved for much less money, disruption and time by updating the present embankment for both rail and rapid transit, not tearing it down!

A balanced transportation system is one that serves all with fairness to all not just one segment.

Hugh D. Jones

HUGH D. JONES
6 Hayes Road
Roslindale, Mass. 02131

Lena Park Community Development Corporation
150 American Legion Highway, Dorchester, Mass. 02124, Telephone 288-4900

Reaching out and touching

Patrick F. Jones, Jr.
President

Mrs. Laura B. Morris
Chairperson

Mrs. Madeline Murray
1st Vice Chairperson

Harmus Fortune
2nd Vice Chairperson

Mark Goode
Treasurer

Mrs. Margaret Neville
Assistant Treasurer

Rev. Clyde Miller
Secretary

Stanley Goldsboro
Assistant Secretary

Father Shawn Sheehan
Honorary Chairman

Richard Roye
Honorary Chairman

Monday

7th of June, 1976

Mr. Anthony Pangaro
Development Coordinator
Southwest Corridor Development
8 Asticou Road
Boston, Massachusetts 02130

Dear Mr. Pangaro:

We at Lena Park are very encouraged by the progress made toward development of the Southwest Corridor. Congratulations are due for the tremendous efforts involved in facilitating an effective community participation process. Your dedication to that end has served to make the Southwest Corridor planning one of the most open community planning efforts I have seen, and I thank you for the opportunities afforded the Lena Park community.

As you know, we feel the planned reconstruction of the Orange Line is essential to efficient transit in our area. The 'modified depressed' proposal for reconstruction is best suited to preserving and enhancing the environment of our community, and I would stress that the planned Southwest Corridor development has our full support in the 'modified depressed' form.

Sharing in the UF MASSACHUSETTS BAY UNITED FUND

I wish you every success in obtaining funding and look forward to the better transit services your project will provide.

Sincerely,

Patrick F. Jones, Jr.
President/Executive Director

PFJ/b

Joseph W. Joyce
242 Hyde Park Ave
Jamaica Plain, MA

Member of Sheet Metal Workers Local #17, 216 Tremont St, Boston, MA,
Training Director.

I would appreciate being recorded in favor of the S.W. Corridor Concept
regarding Transit and Arterial Street.

Charlotte Kahn
227 Northampton St
South End

I am an elected SEPAC representative from Lower Roxbury. I would like to add to SEPAC testimony the deep opposition of the Lower Roxbury community to the proposed arterial street south of Jackson Square.

Our community is already somewhat of an island due to the heavy traffic on Mass. Ave on our side and the wasteland created by the clearance of land for the Southwest Corridor on the other. The arterial route will do absolutely nothing for the people of Lower Roxbury. It will enable even more people to come in from the suburbs to absorb the jobs we need so badly. It will encourage even more of the fast-moving traffic that has already sent so many of the local children to the emergency room of Boston City Hospital. It will further deteriorate the quality of the air we breathe, isolate us even more from our neighbors in Roxbury, Jamaica Plain and the South End, and destroy our hopes for productive and imaginative use of the vacant land within and around our community.

We would like to see absolutely optimal use of the new Orange Line system, but truly optimal use of mass transit precludes the simulantous and costly construction of an arterial route to Forest Hills. Rather, we hope to see this vacant land used as a bridge between the South End, Jamaica Plain, and Roxbury in the cooperative development of park and garden space, industrial and commercial development, and any other uses we as communities deem worthwhile for the long-term benefit of our people.

ASSOCIATED GENERAL CONTRACTORS OF MASSACHUSETTS
220 BOYLSTON STREET, CHESTNUT HILL, MASS. 02167 617/964-1800

MBTA's Capital Grant Application
South Cove to Forest Hills Relocation
Public Hearing June 22, 1976

R E S O L U T I O N

WHEREAS: The strength and stability of an economy are intertwined with its regional transportation system, and

The economy of the entire New England area is in a state of severe economic recession, and

The Southwest Corridor represents 120 acres of land, cleared ten years ago for the now abandoned Interstate I-95 highway project, which remains a blighted wasteland almost in the heart of Boston, and

The Southwest Corridor development program has undergone extensive planning, with community participation, for the rebuilding of the Orange Line and the main-line railroad system from South Cove to Forest Hills, and

The Massachusetts Bay Transportation Authority, in cooperation with the Massachusetts Department of Transportation, has developed a $392 million capital grant application for the Southwest Corridor Project, South Cove to Forest Hills relocation, and

The Southwest Corridor passes through economically depressed neighborhoods and its development is an essential element in rebuilding the economy of this area of Boston; now therefore be it

RESOLVED: That the Board of Directors of the Associated General Contractors of Massachusetts, meeting June 9, 1976, urges the Urban Mass Transit administration of the Department of Transportation to grant the application for federal assistance dated May 1, 1976, as filed by the Massachusetts Bay Transportation Authority.

MASSACHUSETTS CONSTRUCTION ADVANCEMENT PROGRAM
220 Boylston Street · Chestnut Hill · Massachusetts 02167 · 617/964-0808

R E S O L U T I O N

MBTA's Capital Grant Application
South Cove to Forest Hills Relocation
Public Hearing June 22, 1976

WHEREAS: The economy of New England is in a severe economic recession, and

The strength and stability of this economy are intertwined with its regional transportation system, and

The Massachusetts Bay Transportation Authority, in cooperation with the Massachusetts Department of Transportation, has developed a $392 million capital grant application for the Southwest Corridor Project, South Cove to Forest Hills relocation, and

The Southwest Corridor - including 120 acres of land, cleared ten years ago for the now abandoned Interstate I-95 highway project - remains a blighted wasteland almost in the heart of Boston, and

The Southwest Corridor development program has undergone extensive planning, with community participation, for the reconstruction of the Orange Line and the main-line railroad system from South Cove to Forest Hills, and

The Southwest Corridor passes through economically depressed neighborhoods and its development is an essential element in rebuilding the economy of this area of Boston; now therefore be it

RESOLVED: That the Board of Trustees of the Massachusetts Construction Advancement Program, meeting June 9, 1976, urges the Urban Mass Transit Administration of the Department of Transportation to grant the application for federal assistance dated May 1, 1976, as filed by the Massachusetts Bay Transportation Authority.

Note: This resolution was unanimously adopted by the Board of Trustees of the Massachusetts Construction Advancement Program, meeting June 9, 1976.

MASSACHUSETTS CONSTRUCTION ADVANCEMENT PROGRAM
220 Boylston Street · Chestnut Hill · Massachusetts 02167 · 617/964-0808

June 11, 1976

TO: All MCAP Contributors

SUBJECT: Market Development - support needed for MBTA's Capital Grant Application for the Southwest Corridor Project, South Cove to Forest Hills Relocation

One of MCAP's most important purposes is market development. MCAP has worked to advance the Park Plaza and Mission Hill projects in Boston, and to remove building height restrictions in Quincy, among other efforts. I am writing you to enlist your support in advancing another construction project which is in danger of going by the boards.

The Massachusetts Bay Transportation Authority (MBTA) has made a capital grant application for the Southwest Corridor project involving relocation of approximately five miles of the Orange Line from South Cove to Forest Hills. This $392 million project is the result of several years of study with much community input.

Although this project itself will not directly affect many MCAP contributors, it will indirectly stimulate building construction all along the now abandoned Interstate I-95 highway project. Today, this expanse remains a blighted wasteland almost in the heart of Boston.

The Department of Transportation has funds available under the Urban Mass. Transportation Administration through the Interstate Transfer Provision of the Federal Aid Highway Act to assist in financing such projects. There are many funds applications from other various areas of the country; therefore, a community must show overwhelming support for the project for serious consideration by the federal government.

A public hearing to allow community input has been scheduled for Tuesday, June 22 at the State Diagnostic Laboratory, 305 South Street, in Jamaica Plain from 1:00 p.m. until 11:00 p.m., with a break from 5:30 to 7 p.m. for dinner. If you would like time to speak at the hearing, please call 617/522-6071 or 617/523-3410.

You may be unable to attend the hearing. It would be helpful, then, if you would write a letter supporting the project to Anthony Pangaro, Development Coordinator, Southwest Corridor Development Project, Executive Department, 8 Asticou Road, Boston, Massachusetts 02130.

This important project will be a major transit development from Boston southward, ease the burden on the traffic-clogged Southeast Expressway, encourage industrial and commercial development in the adjoining cleared lands, and improve the environmental quality and economic vitality of the neighborhoods through which it passes.

Please act now.

Felix J. Conti, Chairman
Board of Trustees

kh

52 Pinedale Road
Roslindale, MA 02131
June 18, 1976

Mr. Anthony Pangaro
Southwest Corridor Development Coordinator
Southwest Corridor Site Office
8 Asticou Road
Boston, Massachusetts 02130

Dear Mr. Pangaro:

I am writing regarding the proposed Transporation Improvements Project, which includes an arterial street, relocation of the Orange Line and Railroad Improvements. As a resident of Roslindale whose property abuts the Southwest Corridor, I feel that a project which would improve mass transportation and redevelop the Corridor would be very worthwhile, especially if it would not unduly disrupt the existing neighborhoods. However, I do have reservations about the arterial street extending to Forest Hills.

Sincerely,

Margaret R. Kane

Margaret R. Kane

JUN 1976

building elements inc

679 tremont street
266-5465
boston ma 02118

Anthony Pangaro
Southwest Corridor Development Coordinator
8 Asticou Road
Boston , Mass. 02130

GENERAL COMMENTS

I am a homeowner in the St. Botolph St. neighborhood, a St. Botolph St. Citizens Committee representative to the Southwest Corridor Working Committee, and a member of the St. Botolph St./South End joint task force on the Southwest Corridor.

All support I express for the project must be conditional. I shall try to be explicit as to what those conditions are. Conceptually, the Southwest Corridor can be of great benefit to the community. It can create jobs, development opportunities, and improved mass transit for interurban, suburban and urban travelers. The job opportunities, however, should give strong preference to the residents of the communities through which the Corridor passes; the development should assure community sign-off on new land disposition; and improved transit in the Corridor should be depressed sufficiently to remove the embankment barrier in Jamaica Plain and Roxbury, and not create a new barrier in the South End and St. Botolph neighborhoods.

My most explicit comments, and conditions, apply to the rail corridor as it passes through the St. Botolph/South End neighborhoods. Because the St. Botolph/South End area directly abuts the Corridor, they are neighborhoods which, perhaps less for the advantages the project can bring and more for the present disadvantages of the Corridor, look forward to change. The noise

levels as measured on Cumberland St. were the highest along the entire Corridor. While apparently the damage done to a structure by vibration has never been calibrated, vibration is presently noticeable in buildings more than 50 feet from the tracks. E.P.A. readings taken on Blackwood St. confirm this fact. Air polution is such that I must be treated for chronic eye irritation since I have moved within two houses of the tracks. We also suffer at the hands of the suburbs. The Needham Heights line twice daily runs an empty train of diesels, budliners, and passenger cars through our neighborhoods. The ostensible reason for this subsidized commuter line's use of extra fuel is that the diesels idling in Needham Heights polute the air. So the trains which serve only suburban commuters are brought back into Boston to park and polute the air. This waste of city and state tax dollars would not be nearly as aggravating to the neighborhoods through which it passes if it were not one of the heaviest (at least three diesels, 13 passenger cars and two budliners) and noisiest trains to travel through the Corridor. The rail alignment used by the Needham Heights line is seriously deteriorated and, as it runs only four feet from the buildings in the St. Botolph neighborhood, the dangers of derailment and vibration damage are considerable. It is with the solutions to these grievences that we look forward to changes in the Southwest Corridor.

Obviously the neighborhoods of St. Botolph and the South End require and, therefore, would support improvements in the rail corridor. This support must be conditional, however. The condition is that an acoustical deck be placed over the r.o.w., without interruption, from Back Bay Station to Mass. Ave. Station. This can be accomplished by assuring that the deck runs below the frist floor window sills of the buildings it will abut in the St. Botolph St. neighborhood. Without obstructing windows the deck indeed can be uninterrupted, and, in that way only, achieve the community noise levels recommended in the Environmental Impact Analysis.

The objective of a solid deck at first floor window sill level is admittedly not an easy accomplishment but one, for many reasons, we feel our neighborhoods warrant. The two following reasons were omitted from the Capital Grant Application. The St. Botolph St. neighborhood is well on

its way to fulfilling the requirements necessary to be placed on the National Historic Register. We hope to,therefore,gain the justifiable recognition the South End has already recieved,forming an unbroken historic district through which the rail corridor will pass. Another omission is the failure to mention the Massachusetts Housing and Finance Agency's St. Botolph St. Development which directly abuts the tracks at the end of Abemarle St. This rehabilitated development,which is comprised of 130 units, hasnine units with windows directly on the tracks. The rents of all 130 units are,in part,paid by the Federal 236 Program,the Rent Supplement Program,or both.

I would like to be reasonably specific for a moment;not only because I feel a solid deck below first floor window levels warrants specificity,but also because I feel the E.I.A. protrays the process of depressing the tracks through the South End and St. Botolph as being a proposition more costly and more ambitious than it need be. By so doing the E.I.A. suggests a posture foreign to the one we have taken when working with the Southwest Corridor Coordinator's office. We have continually struck compromises and attempted to pursue solutions which were both technically and fiscally responsible. What I am about to suggest is loyal to that commitment. The E.I.A.(Vol.11 fig.1V-68B)shows two alternative cross sections for depressing the r.o.w. through St. Botolph and the South End. One alternative would depress the r.o.w. in a step pattern 2-5 feet(the C.G.A.says 2-6 feet): the transit 2 feet and the railroad 5 feet. Despite what the graphics show,this depression would reduire a wall 2½ feet up on 5 foot windows on the St. Botolph side and an 8½ foot wall on the South End side. The other cross section in the same figure in Vol.11,while not labeled,shows a 9 foot depression of both the transit and the rail line. This 9 foot depression has an accompanying text(Vol.1 4.5.6.1)which spends five paragraphs on how a slurry wall would be built to accommodate such a depression. The cost of a slurry wall and the potential danger to abutting St. Botolph buildings during its construction is enough to discourage public officals and private citizens alike. What we are suggesting is a compromise, a cut that would not depress the r.o.w. 9 feet but rather one that would run just below the first

floor windows of the St. Botolph buildings, assure a solid cover, and achieve tolerable noise levels in both the St. Botolph and South End neighborhoods.

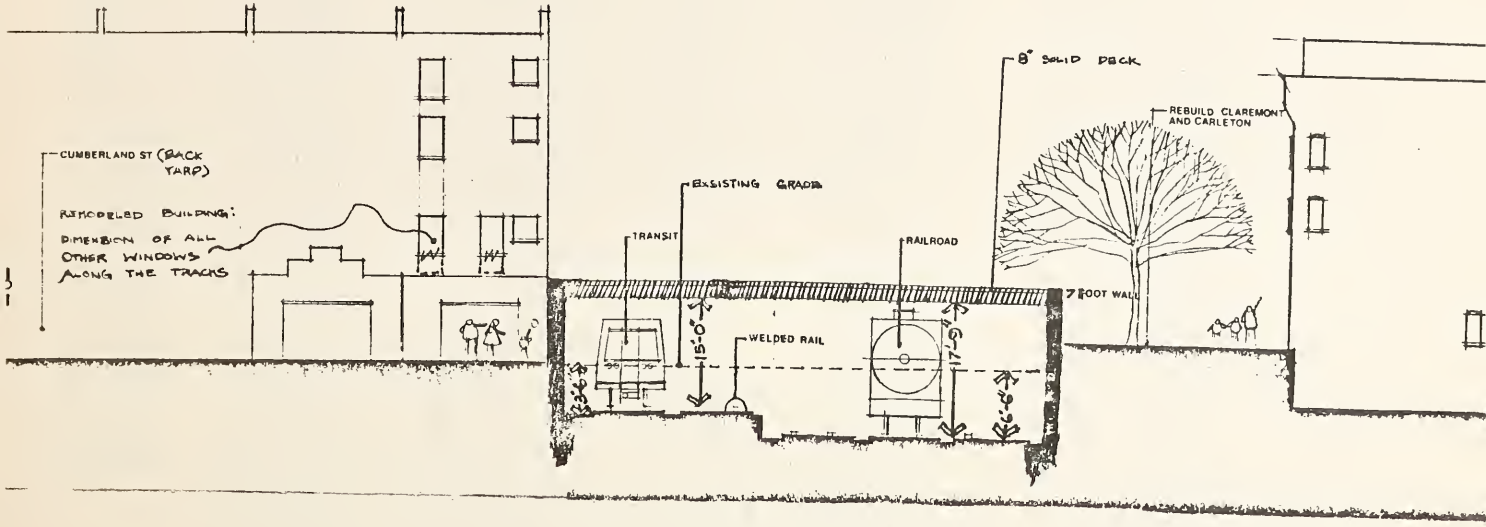
I refer to the cross section on page 6 to illustrate the compromise depression. I have taken actual measurements from the rail bed to adjoining elevations and believe them all to be accurate within inches. The following discussion assumes three conditions: (1) that an 8 inch, light acoustical deck will be used over the tracks, (2) that the 17'-9" clearance required by the railroad is a firm figure (I have been assured that this is true), and (3) that the MBTA using third rail (something I have also been told is likely to happen) requires a clearance of 15'-0". Referring to the cross section, the transit depression at Cumberland St., allowing below window clearance, would be 3½' while the railroad depression would be 6½'. This would leave a flat deck and a 7' wall on the South End side of the tracks. Because the tracks climb in elevation while the buildings do not, the depression required north of Cumberland St. would be less deep while the maximum depression would be to the south of Cumberland, at Abemarle St., where the transit would have to be depressed 4½' and the railroad 7½'. Because this depression might require a shollow cut into the water table, Michael Jolliffe, a structural engineer from the St. Botolph neighborhood, has suggested several construction alternatives which are far less expensive and will potentially cause less structural damage than the slurry wall. We are anxious to work out the details of these alternatives with the consultant chosen for the final design and engineering.

Long range there is hope that the acoustical deck can be developed into a space for community use. It is, therefore, important that the cover be uninterrupted and that it be level across its entire span. This objective ties the fate of the South End and St. Botolph together. For the South End, and particularly for the buildings which face the wall on Claremont St., a deck support wall which is as low as possible is most desirable. The 7' wall we are proposing would obviously raise 1' foot for each foot the depression is sacraficed. On the St Botolph St. side, a solid cover with

anything less than the proposed depression would require either a shrinkage of the window size or windows which are placed in wells. Changing the window treatment in the above manner for the 12 buildings which have windows facing the tracks(ten of which have already been rehabilitated)is undesirable for the residents of those units because potential maintenance,vandalism and and future use problems coinoident with the creation of a deck can only be exacerbated by solutions which lower windows or decrease their size.

Finally,there are two larger issues which concern the entire community. At least 5 of the 12 buildings on the r.o.w. are too long(more than 60')to be rehabilitated using front and rear windows only. Interior rooms exsist in these buildings which rely solely on windows that face the tracks. To alter these windows so as to shrink the size of apartments which rely on these interior rooms,or to change these apartments to non-residential uses on short,all residential streets would both have a deteriorating effect on the properties themselves and begin a cycle of deterioration in the neighborhood. Most importantly,St Botolph and the South End realized early in the process that a tunnel solution,which would have finally united the two communities,was too expensive. We did not press for that solution. It is our hope,however,that the walls,and therefore the cover,will be kept as low as possible so we may have a visual connection if not an actual one.

In closing,I would like to stress that our conditional support for the Southwest Corridor project does not indicate that we are assuming a posture of non-cooperation. Over the past years the Southwest Corridor Coordinator's office has worked very hard to include interested citizens in the planning and the environment analysis of this project. We look forward to continuing the dialogue as we work together to address these concerns and seek their solution.



RACKS DEPRESSED

BELOW FIRST FLOOR WINDOWS TO ALLOW SOLID DECK

COMMENTS ON INCONSISTENCIES OR OMISSIONS WITHIN THE ENVIRONMENTAL IMPACT ANALYSIS AND CAPITAL GRANT APPLICATION

There is a lack of coordination among the volumes of the Environmental Impact Analysis(Vols. I,II,III)as well as between the Analysis and the Capital Grant Application. The following points of conflict or disclarity were found:

Volume I of III

Sections 4.4.2 and 4.4.2.2

Alternatives SC-1 and SC-2 in this volume call for little or no grade change while Volume II(Fig.IV-68B)shows both a 2-5 foot and a 9 foot depression of the tracks. The C.G.A. calls for a 2-6 foot depression of the r.o.w.

Section 4.5.6

This section : "Depressed and Covered Rail/Transit in the South End", refers to Figs.IV-100 and IV-101 in Volume II. These figures are not in Volume II.

Section 5.2.2.1

In this section all construction details for Contract #1(line segment-South Cove to Camden St.)are given. Not included in these details is the suggested acoustical deck as described in the C.G.A.

Volume II of III

Figure IV-74

The proposed Mass. Ave. Station design does not include an underpass connecting the north side of Mass. Ave with the station to the south. This underpass is called for in the C.G.A. As the South End and St. Botolph neighborhoods lie north of Mass. Ave.,it was the request of these neighborhoods that an underpass,designed for safe pedestrian use,be constructed at Mass Ave. to facilitate the use of the station.

Capital Grant Application

The C.G.A. refers to parcels 1 and 2(Fig.IV-63 in Vol.II of E.I.A.)as

being potential joint development sites. However, parcel #6 of the Fenway Urban Renewal Area (refer to Fig. IV-63: the parcel boardered by the r.o.w., Mass. Ave., and St. Botolph St.) is not recommended for such treatment. This urban renewal parcel, which boarders the r.o.w. and is across from the proposed Mass. Ave. Station, is presently without a suggested use or developer interest. Parcel #6, and the adjoining air rights parcel over the r.o.w., could be combined with the joint development of parcel #2 or could be developed as a separate entity, but in order to attract interest must be developed in tandem with the changes in the Southwest Corridor.

Omissions in the Capital Grant Application may require a revised request for additional funding. The omissions were found to be the following:

The Completion of the Acoustical Deck:

The deck must be completed in some form from Back Bay Station to Yarmouth St. and from Abemarle St. to Mass. Ave. Station. Without covering these sections, the concentration of noise and air polution at these two opening would not only detrimentally effect the environmental quality of the surrounding neighborhoods but would also likely deter any interest in air rights development. If the decking placed on these sections is inadequate to support future air rights construction, then it should be of a temporary nature, allowing for change and materials of greater strength at a future time.

The Inspection and Claiming of Construction Damage:

Verbally, we have been assured that there is a time honored MBTA inspection and damage claim process. We have never seen this in writing, however, and therefore are submitting our understanding for the record. We have been told that before construction commences the MBTA will take interior and exterior photographs of all buildings abutting the tracks, continuing up each street as far as party walls exsist. If, during construction, a claim of damage is made, further photographs are taken and compared with the pre-construction photos. In the past, damage claims have usually been settled out of court.

Sincerely,

Bill Karg

Bill Karg

TO THE OFFICIALS PRESIDING AT THE MBTA AND MDPW PUBLIC HEARING
ON THE CAPITAL GRANT APPLICATION FOR RELOCATING THE ORANGE LINE.

Sir:

My name is Kendrigan. I am an attorney. I present herewith a statement addressed to the Governor of this Commonwealth which has been signed by over two thousand, four hundred passengers who travel on the trains in the Southwest Corridor. I will read it to you:

> "Honorable Michael S. Dukakis
> Governor of the Commonwealth of
> Massachusetts
> Boston, Massachusetts
>
> Sir:
>
> We wish to keep all of the train service we now have. We register here our opposition to any plan which will deprive us, temporarily or permanently, of train service as it now exists in the Southwest Corridor."

These passengers who travel on the trains in the Southwest Corridor have worked hard in the past ten months in their efforts to bring to the attention of their elected representatives and government officials, whose salaries they pay, that they want to retain all of the train service they now have. They wish, they demand, as taxpaying citizens, that the service they have on the trains in the Southwest Corridor be retained.

I will state very briefly the efforts that the passengers have made to retain their train service. In September of 1975 over 2,000 people signed

a petition addressed to Mr. Peter Stowell at Urban Mass. Transportation Administration opposing the proposal to shut down service to the Back Bay Station. The Governor of the Commonwealth and State House and Congressional representatives were advised of this petition. Another batch of signatures numbering close to 1,000 were obtained on the Needham line registering a protest against a proposal to close down that line completely for a period of 5 to 7 years. Elected representatives were advised of that petition. On December 10 when the passengers were advised that a bill was coming up for a vote in the House of Representatives and the Senate of the Commonwealth many of them called their elected representatives to ask them to vote for the bill which would preserve service as it now exists at the Back Bay Station. Their efforts were successful. The Transportation Bill with the Amendment which preserves service as it now exists to the Back Bay Station was enacted by the Legislature and was signed into law by the Governor on January 6, 1976. This amendment is Section 18 of the Transporation Bill.

Many, many of the train passengers have attended meetings held over the past 8 months by the Southwest Corridor Coordinator. These meetings sought to present to the passengers the reasons why that office felt that the service presently in existence should be curtailed. These meetings have failed to convince the passengers that what they have should be taken away and something that they do not want substituted for it.

It has been difficult, very difficult, for the passengers to make themselves heard. On December 18, 1976 a meeting was held at the Town Hall in Norwood, Massachusetts at which many people sought to be heard without success. However, a promise was made that at future meetings people would be able to present their thoughts and ideas on the subject of closing down the Back Bay Station and closing down the Needham line branch completely. That promise has never really been fulfilled. Many obstacles have been placed in the way of the efforts of the passengers to be heard. When a meeting was scheduled for January 22, 1976 in Sharon the office of the Southwest Corridor Coordinator posted erroneous directions in the Back Bay and South Stations. In May a meeting was held at a location in West Roxbury with no parking facilities so that people had to use street parking and many of them had to walk over a mile to reach the meeting. That meeting was at the Shaw School on May 12, 1976. But it was at that meeting that the train passengers decided that their efforts to be heard had been frustrated too long. When they were told at the opening of the meeting that there would be no discussion of train service in the Southwest Corridor, they rebelled and demanded that they be allowed to speak. The Daily Transcript Newspaper of May 13, 1976 reported that MBTA Chairman, Robert Kiley indicated at the outset of the meeting that all discussion of the controversial 300 million dollar construction project would be held later in June. The Transcript went on to report that the people attending the meeting convinced Kiley to "open things up". The Boston Herald of May 13, 1976 reported that 300 people attended that May 12, 1976 meeting. Many of them spoke eloquently and earnestly of their

wish to retain all the train service they now have. The MBTA has never made any real effort to inform the train passengers of the plans it has for divesting them of the train service they now have nor has it fulfilled its obligation to keep them advised of their right to be heard. The MBTA did not post notices in either the Back Bay or South Stations about the Public Hearing scheduled for June 22 nor did it post notices when that meeting was cancelled. Notices were posted, but by the passengers, not by the MBTA. And it was only after the passengers posted notices of this meeting today that the MBTA finally exerted itself to put notices up in the stations one week after the passengers had done so.

In addition to the many obstacles the passengers have faced in trying to be heard over the past months they have witnessed the inefficiency of the people in charge of what is called the job of "coordinating" the plans for reconstruction of the Southwest Corridor and, indeed, they have been subjected to verbal abuse by the development coordinator. This gentleman is quoted in the Boston Herald Advertiser of April 25, 1976 as stating that one of the problems is that there is paranoia among some rail riders. So far as the passengers can determine the development coordinator does not have the appropriate credentials for reaching a determination that some of the passengers are suffering from a chronic mental disorder.

Nor does the coordinator appear to have appropriate credentials for the job he has been assigned to do on the payroll of the MBTA. He is quoted in the same article in the Herald Advertiser as saying that service as it now exists on the Needham line does not operate between 11 A.M. and 3 P.M. on weekdays or outbound after 7 P.M. Since railroad timetables

are available free of charge the passengers were astonished to learn that the co-ordinator does not know that there are trains which run between Needham and Boston between 11 A.M. and 3 P.M. and after 7 P.M. The co-ordinator is also quoted as stating that "as for the Back Bay Station we need literally to take it away and build a new one." The passengers who use the Back Bay Station are utterly bewildered by that remark since thousands of dollars have been spent in the last few months in completely refurbishing that station. Will the hundreds of millions of dollars projected as the cost of re-locating the Orange Line be spent in like manner -- building something, only to tear it down a few months later?

One final and very important observation. Senator Edward W. Brooke and Congressman John Joseph Moakley have indicated a wish to be kept advised and they have been kept advised of all of the activities of the passengers on the trains in the Southwest Corridor over the last ten months in trying to retain and improve all of the train service they now have.

G.M. KENDRIGAN
Attorney

P.O. Box #3
Islington Station
Westwood, Mass. 02090

Forest Hills Public Improvement Committee

20 Woodlawn Street

Forest Hills, Massachusetts 02130

EUGENE F. KIELY, JR.
PRESIDENT

July 11, 1976

Mr. Anthony Pangaro
500 Arborway
Jamaica Plain, MA 02130

Dear Mr. Pangaro:

No other community in Jamaica Plain will receive a greater impact from the rebuilding of the Southwest Corridor than the Forest Hills area. The demolition of the elevated structure, the construction of a major, new train, bus, and streetcar terminal, the re-routing of streets, and the installation of new parking facilities will all have a most direct effect upon our daily lives.

Unfortunately, until now, the people of the Forest Hills section of Jamaica Plain have had little to say about the future of their community. Instead outside groups and so-called community organizers have received the greatest amount of attention from the media and the government. The members of the Forest Hills Public Improvement Committee representing the homeowners and life-long residents of our area, insist that in a matter of such importance, the people should be heard. We believe that it is in the best interests of our neighborhood and our community to construct the Orange Line and railroad to Forest Hills, with a greenbelt parkway. This project, when completed, would afford the people of Forest Hills area excellent public transportation and easy automobile access to downtown Boston. It would replace a noisy eyesore with a modern station complex. Finally, it would provide a long-needed facelift to the entire area, improving the quality of our community and the value of our homes. We are strongly opposed to the expansion of the oil tank storage areas in Forest Hills.

The Forest Hills Public Improvement Committee fully endorses the rail transit project with a parkway to Forest Hills.

Sincerely,

Eugene F. Kiely Jr.

Eugene F. Kiely, Jr.
President

Amory-Atherton
Boylston
Copley
Dolrymple

Area Civic Association
192 AMORY STREET
JAMAICA PLAIN, MASSACHUSETTS 02130

Francis J. Killeen, President

14

21

July 14, 1975

Hearings Officer
Southwest Corridor
500 Arborway
Jamaica Plain Ma 02130

To whom it may concern:

We wish to inform you that the members of the A-B-C-D Civic Association, consisting of life-long homeowners and residents in a section of Jamaica Plain directly affected by traffic noise, and urban blight in the Southwest Corridor, are in full support of the plans to construct a new Orange Line, Amtrack railroad, and greenbelt parkway in the corridor to Forest Hills.

By reducing cars on Amory St.,demolishing the railroad embankment, providing better rapid transit service, improvingsafety, cutting down on noise, increasing property values, beautifing our community with a green-belt, this necessary and long overdue proposal will make our neighborhood safer, quieter, and more attractive to live in.

The alternative to this plan, which calls for industrial development and in-fill housing would be a crime against the people of Jamaica Plain, with disasterous effects on our neighborhood. In the past, the only voice heard from Jamaica Plain was that of a small, vocal, highly organized minority of extremists. It is about time that the true voices of the people of Jamaica Plain be heard. We urge the completion of a new M.B.T.A. and railroad line with a parkway to Forest Hills.

Sincerely,

Francis J. Killeen

Francis J. Killeen, President

Killeen 101

Gentlemen,

We are homeowners and lifelong residents of Jamaica Plain.

We have looked forward to seeing the completion of the Southwest Corridor for some time. We are in favor of a road that would extend to Forest Hills, anything less, would be a great disappointment to a number of people who have looked ahead to this improvement.

We intend to stay in Jamaica Plain and we feel entitled to your consideration in this matter.

Sincerely,

Francis J. Killeen

Winifred Killeen

TESTIMONY OFFERED BY THE COMMITTEE OF THE SOUTHERN JAMAICA PLAIN COMMUNITY HEALTH CENTER (SJPCHC) AT THE FEDERAL HEARING, JULY 15, 1976, ON RELOCATION OF THE MBTA ORANGE LINE AND CONSTRUCTION OF AN ARTERIAL STREET IN JAMAICA PLAIN

For reasons of individual and public health, the Committee of the Southern Jamaica Plan Community Health Center (SJPCHC) strongly supports construction of a completely depressed embankment and a relocated, modernized Orange Line. We are strongly opposed to the construction in any form of an Arterial Street within Jamaica Plan for these same reasons. We do recognize that the depressed embankment alternative appears at this time to be the single most expensive alternative in the short run presently being considered for the combined relocated Orange Line, commuter rail, and Penn Central railservices. Nevertheless, in the long run we believe that the public health benefits at stake substantially outweigh short-run economic disincentives. We feel certain these long-term health and personal safety benefits will more than compensate for the apparent additional cos- of this no-road alternative.

The issues we addressed in developing our positions relative to the relocated Orange Line and the Arterial Street were four: (1) air pollution, (2) noise pollution, (3) personal safety, and (4) community mental health.

1. Air Pollution

We believe that several readily identifiable trends: e.g., an increasing population, increases in energy consumption, limitations in the availability as well as the supply

of fuel, the fiscal limitations weighing on all levels of government; require us to take the strongest possible measures to limit our negative impact on the environment, particularly on the quality of the air we breath. We believe mass transportation to be an important partial solution to improving our public health by limiting air pollution. It is undeniably more efficient and cleaner than the automobile. We feel that if a fast, clean, efficient, and convenient mass transit system were available, ridership would undoubtedly increase. A mass transit/no road alternative comes closest to limiting air pollution to present levels.

2. Noise Pollution

We believe that the proposed concentration of mass transit/commuter rail/long distance rail and vehicular traffic in one transportation corridor is likely to generate a concomitant increase in already high corridor noise levels which can be minimized, but not strictly limited by the proposed noise attenuation devices. The fully depressed Orange Line/No Arterial Street in Jamaica Plain Alternative optimizes our possibility of limiting this significant environmental impact. We consider this a vital priority in a largely residential community having an inordinately large number of hospitals, nursing homes, and other extended-care facilities. Construction noise in any of the alternative proposals will be high, and the depressed embankment alternative is likely to generate the most noise in its construction. We consider this undesirable, but feel that since the final result is a quieter, cleaner, and more psychologically attractive transportation system, its long-run health benefits exceed these short-run liabilities.

3. Personal Safety

Jamaica Plain contains a highly diversified population, an attribute we consider to be very desirable and worth working to sustain. Significant proportions of that populations are either young (below legal driving age) or elderly. For all ages, but for these two groups in particular, an Arterial Street, 1.8 miles in length with approximately eight or nine signalized crossings, would be a fundamental safety hazard. We prefer alternative land uses within this transportation corridor, uses that would not only be safer, but would also serve all age groups in our community more comprehensively.

4. Community Mental Health

Psychologists, therapists, counselors, etc., talk frequently of an individual's self-image and its relationship to a vital, well-adjusted personality and lifestyle. We feel this analogy can be extended with equal validity and strength to a community's self-image as well. What happens in the Southwest Corridor, we believe, is going to have an undeniable, tremendous, and very permanent effect on what Jamaica Plain's residents think and feel not only about their community but about themselves as well. To quote from the Environmental Impact Analysis: "In its present configuration, the Penn Central Rail Corridor constitutes a sizeable barrier to community continuity . . . The present rail corridor and embankment is an unavoidable intrusion to the intimate scale and desirable character of these residential districts . . . Removal of the barrier effect of

residential districts . . . Removal of the barrier effect of the embankment would join neighborhoods which have essentially the same ethnic and economic characteristics across the tracks . . . the two portions of Jamaica Plan would be connected. This impact is seen as entirely beneficial"(p. 5-98). We accept the validity of these EIA statements and consider them to be inconsistent with any recommendation for construction of (1) an Arterial Road in Jamaica Plan or (2) an embanked, relocated Orange Line.

WRITTEN TESTIMONY SUPPORTING VERBAL TESTIMONY OFFERED BY THE HEALTH COMMITTEE OF THE SOUTHERN JAMAICA PLAIN COMMUNITY HEALTH CENTER (SJPCHC) AT THE FEDERAL HEARING, JULY 15, 1976, ON RELOCATION OF THE MBTA ORANGE LINE AND CONSTRUCTION OF AN ARTERIAL STREET IN JAMAICA PLAIN

For reasons of individual and public health, the Committee of the Southern Jamaica Plain Community Health Center (SJPCHC) strongly supports construction of a completely depressed embankment and a relocated, modernized Orange Line. We are strongly opposed to the construction in any form of an Arterial Street within Jamaica Plain for these same reasons. We do recognize that the depressed embankment alternative appears at this time to be the single most expensive alternative in the short run presently being considered for the combined relocated Orange Line, commuter rail, and Penn Central rail services. Nevertheless, in the long run we believe that the public health benefits at stake substantially outweigh short-run economic disincentives. We feel certain these long-term health and personal safety benefits will more than compensate for the apparent additional cost of the no-road alternative.

The issues we addressed in developing our positions relative to the relocated Orange Line and the Arterial Street were four: (1) air pollution, (2) noise pollution, (3) personal safety, and (4) community mental health.

1. Air Pollution

We believe that several readily identifiable trends; e.g., an increasing population, increases in energy consumption, limitations in the availability as well as the supply

of fuel, the fiscal limitations weighing on all levels of government; require us to take the strongest possible measures to limit our negative impact on the enviornment, particularly on the quality of the air we breath. We believe mass transportation to be an important partial solution to improving our public health by limiting air pollution. It is undeniably more efficient and cleaner than the automobile. We feel that if a fast, clean, efficient, and convenient mass transit system were available, ridership would undoubtedly increase.

Alternatives FH-1 (Camden Street to Forest Hills - Depressed Rail Transit-No Arterial Street) and FH-6 (Camden Street to Forest Hills, Modified Depressed Rail/Transit, No Arterial South of Jackson Square) come closest to the Fully Depressed, Relocated Orange Line, No Arterial South of Jackson Square Alternative we would like to see built. According to the consultant's Environmental Impact Analysis (EIA, Sec. 5.3.7, pp. 5-67 thru 5-70), Alternative FH-6 "would not significantly differ from the no-build concentrations" as far as the generation of air pollution is concerned. The same conclusion would logically apply to Alternative FH-1. In other words, a mass transit/no road alternative comes closest to limiting air pollution to present levels.

Since "(t)otal emissions from construction would be insignificant" (p. 6-6, EIA), we are concerned here basically with additional pollutants generated by either (a) vehicular

traffic, if a road is built, and/or (b) emissions resulting from the extra power consumption associated with projected increases in MBTA Orange Line ridership.

a. Vehicular Traffic. The EIA deals basically only with measures of increased carbon monoxide emissions, since hydrocarbons and nitrogen oxide, the other two major components of motor vehicle pollution, are integrally affected by meteorological factors and complex atmospheric photochemical processes. However, these two elements are components of air pollution, and whether they can be quantified or not, they continue to exist as hazards to public health and therefore cannot be discounted or ignored. It seems safe to assume that any increase in vehicular traffic will also increase the potential damage associated with hydrocarbons and nitrogen oxide. With regard to the dangers of carbon monoxide emissions, the EIA states further that "...construction of any of the rail/arterial street build alternatives will not interfere with attainment or maintenance of CO air quality standards" (p. 5-68), since ..."the combined intent of the Federal new car emission standards and the Boston Transportation Plan (TCP) is to reduce ambient pollutant concentrations below the Federal Air Quality Standards before May 31, 1977." (p. 5-68) The EIA statement makes a number of assumptions, any one or all of which may be erroneous:

(1) That vehicular traffic will not exceed projections. In fact, highways appear to generate increases in traffic which exceed original projections and generate in turn a need for more highways. There seem to be no limits to how

many and how frequently people will drive if roads are available and no satisfactory alternative exists.

(2) That federal and local air quality standards will not only be effective, but that they will be effective in the immediate future.

(3) That long-range patterns of energy consumption will not render our present air quality standards obsolete.

(4) That potential oil shortages may not make vehicular travel, and consequently, highways, obsolete or too expensive an alternative to pursue.

b. Mass Transit Power Consumption. In its presentations of alternatives the EIA does not consider in specific detail the Totally Depressed Relocated Orange Line/No Arterial Street in Jamaica Plain Alternative. (One needs to integrate the FH-1 and FH-6 alternatives to achieve this option). In addition, its analyses admittedly do "not take into account any diversion from automobile use to the transit facility and (are) therefore conservative in this respect" (p. 5-71), that is, in its assessment of potential ridership on the MBTA Orange Line. Even with the competition inherent in an Arterial Street, the EIA projects a ridership increase for the Relocated Orange Line, particularly in more centrally located, densely populated neighborhoods of Roxbury, Parker Hill/Fenway, and Jamaica Plain (p. 5-2). Although such an increase would generate a concomitant increase in MBTA power consumption, apparently the change in fuel use (and consequently, in the incidence of pollutants emitted) will be insignificant compared to total fuel consumption (p. 5-71, Sec. 5.3.9, Stationary Sources Impacts). In any

No-Road Alternative the potential hazards associated with air pollution would in all likelihood be diminished since any increases in emissions associated with mass transit would be more than offset by the substantial emissions which would have been attributable to vehicular traffic on an Arterial Street.

2. Noise Pollution

The EIA agrees that "(i)n general, environmental noise levels in the study area are high . . .situations which would be classified by the (Environmental Protection Agency) as very noisy residential areas. In general the major noise sources in the study area are traffic on arterial streets, the present MBTA Orange Line on Washington Street, trains along the present Penn Central alignment ..." (EIA, Sec. 2.3.2, pp. 2-37 and 2-38) We believe that the proposed concentration of mass transit/commuter rail/long distance rail and vehicular (automboiles, buses, trucks)/in traffic one transportation corridor is likely to generate a concomitant increase in already high corridor noise levels which can be minimized, but not strictly limited by the proposed noise attenuation devices. The Fully Depressed Orange Line/No Arterial Street in Jamaica Plain Alternative optimizes our possibility of limiting this significant environmental impact. We consider this a vital priority in a largely residential community having an inordinately large number of hospitals, nursing homes, and other extended-care facilities.

The EIA report also covered construction noise (Sec.5.2.5.6, p. 5-55), stating that it will be high and that

"all reasonable means for reducing construction noise should be employed" (p. 5-57). It concluded that the Depressed Embankment Alternative is likely to generate the most noise in its construction. We consider this undesirable, but feel that since the final result is a quieter, cleaner, and more psychologically attractive transporation system and since its construction requires the relocation of fewer residences and businesses, its long-run health benefits exceed these short-run liabilities.

With regard to the Relocated Orange Line it also appears indisputable that a depressed, decked-over embankment is by its very nature a quieter alternative. At a time when the depression of the Southeast Expressway and removal of the "L" are about to be realized, it is difficult to understand why consideration is given to building another elevated or even semi-elevated transportation network. This seems a perfect opportunity to do something innovatively and attractively the first time rather than deciding years from now to remove a noisy, less than aesthetic intrusion from the community.

3. Personal Safety

Jamaica Plain contains a highly diversified population, an attribute we consider to be very desirable and worth working to sustain. Significant proportions of that population are either young (below legal driving age) or elderly. For all ages, but for these two groups in particular, an Arterial Street, 1.8 miles in length with approximately eight or nine traffic lights, would be a fundamental safety hazard. We prefer alternative land uses within this transportation corridor--

parks, playgrounds, Victory Gardens--that would not only be safer but would also serve all age groups in our community more comprehensively.

4. Community Mental Health

Psychologists, therapists, counselors, etc., talk frequently of an individual's self-image and its relationship to a vital, well adjusted personality and life style. We feel this analogy can be extended with equal validity and strength to a community's self-image as well. What happens in the Southwest Corridor, we believe, is going to have an undeniable, tremendous, and very permanent effect on what Jamaica Plain's residents think and feel not only about their community but about themselves as well. "In its present configuration, the Penn Central Rail Corridor constitutes a sizeable barrier to community continuity ... The present rail corridor and embankment is an unavoidable intrusion to the intimate scale and desirable character of these residential districts ...Removal of the barrier effect of the embankment would join neighborhoods which have essentially the same ethnic and economic characteristics across the tracks...the two portions of Jamaica Plain would be connected. This impact is seen as entirely beneficial...In Jamaica Plain connectives between schools and playgrounds would be afforded those who live in the smaller portion of Jamaica Plain between the railroad and Washington Street. The small size of this neighborhood has traditionally handicapped it without adequate facilities and city services." (p. 5-98, EIA).

We accept the validity of these EIA statements and consider them to be inconsistent with recommendations for construction of any form of Arterial Road in Jamaica Plain. This seems an opportune time to invest in and experiment with an integrated, superior mass transit system which could unify rather than divide. It would promote our physiological as well as our psychological well being and may even be less expensive in the long run.

In summary, we believe that a Fully Depressed, Relocated Orange Line offers more flexibility and advantages for the future while concurrently optimizing safeguards for personal health and community well being and limiting opportunities for negative impacts on the environment.

July 19,1976

Tereze Kreismanis
429 So.Huntington Ave.
Jamaica Plain.,Mass.02130

To Anthony Pangaro
Southwest Corridor Coordinator
500 Arborway, Jamaica Plain.,
Mass.02130

Dear Mr.Anthony Pangaro,

I was not able to attend the hearing on July 15th at the State Laboratory Building at 305 South Str., but I would like to let you know, that as a member of JPA –

I support the extension of the Neighborhood Service Road to Forest Hills and the construction of a fully depressed transit system to replace the present embankment and elevated line.

Sincerely,
yours Tereze Kreismanis

1 of 4

EBEN KINZ

(1) PUBLIC HEARING STATEMENT

Ladies & Gentlemen

My name is Eben Kinz, & live at #38 Greenwich Park in the South End of Boston. I am one of the creators & founders of the St. Botolph & South End task force which has been following this project carefully since September '75.

The Federal Energy Administration has posted in the windows of its Washington Offices the numbers 3, 8 & 85 which represents the time, 10 years hence when our fuel will run low. This coincides with the completion of this project. Mass transit will be needed more than ever. I am delighted to see that the Midland Division track (a part of this project) will be available for Mass Transit upon completion of this project.

This proposed rail project runs within inches of the homes in my neighborhood (24 feet one one side & 6 feet other side)

The State D.C.T and the M.B.T.A are to be congratulated in that they have recognized that a train

generating well over 100 decibels are a hazard to those living within a few feet of the tracks. The proposed cover will cut that noise level down to just under speach interference ~~level~~ at the ~~near~~ adjacent homes provided there are no untreated openings in the cover. If there is an opening the noise level would be ±4 times as loud as your speach just inside the windows of the adjacent ~~[illegible]~~ rooms. In the back of those same rooms with the window open the sound level would be only ±3 times speach level.

There was a time when private industry thought nothing of perpetrating such a thing. I have confidence that neither the State nor the Feds will sink so low. But maybe my confidence is ill founded. I understand that Public agencies are proposing to rebuild ancient Commuter Rail equipment which cannot be quieted by its very nature

JULY 19, 1976
3 of 4
(3)

EBEN KUN.
PUBLIC HEARING STATEMENT

I hope that these same agencies can be at least as responsible as N.Y.C.'s transit authority when they set the environmental standards for construction of the project.

Solving the measurable physical hazards such as preventing death by electrocution and saving our ears & minds from the harsh noise of Mass transit machinery is only 1/2 of the job.

There still remains an immense wall that severs many streets in the middle and separates one neighborhood from the rest of the core city (Back Bay)

This barrier created years ago by irresponsible money makers would be hard to remove but it can be softened by several means

#1 is to lower it as far as possible

#2 provide at least pedestrian circulation over it at every ~~[illegible]~~ SEVERED street

July 19, '76

4 of 4

4 PUBLIC HEARING STATEMENT

#3 Provide much needed recreational facilities on the top of the cover

It is ideal for about 16 official sized basketball courts, tennis courts ~~or~~ volley ball courts or other low maintenance activity spaces which are badly needed by the communities on both sides of the tracks

Eben Kruse

Bill Kuttner
8 Allegheny
Roxbury, MA 02]20

Travel by auto between Boston and the suburbs should not be easy. It Should be a planned event. I am a car owner but I ride the T and use my car for heavy shopping, etc., not for daily commuting without luggage. Not building building the arterial street will make entry into Boston difficult and discourage vehicle trips. If urban auto use drops to the appropriate level, the present roads will suffice.

Mr. Alexander H. Langer
84 St. Rose St

I, Mr. Alexander H. Langer, 94 St. Rose Street, am in favor of the Arterial highway to be constructed on the West Side of the MBTA transportation. I do also favor the planned partially depressed MBTA Transportation System.

Rose Langer
94 St. Rose St
Jamaica Plain, MA

I, Rose Langer, 94 St. Rose St., Jamaica Plain, am in favor of the arterial highway to be constructed on the west side of the MBTA. I also do favor the totally depressed MBTA System.

Elizabeth Lanier

As one of many citizens who would be directly affected by the arterial highway I have this to say. First, the highway is unnecessary - Public Transportation should be the solution - Fully Depressed Transportation! The cost now, although more, would be worth it in the end - we feel.

Also, on my street there are too many fast cars already! Boylston Street does not need more traffic! Especially when the city refuses to make/or take any regulatory action to those who speed. We fear for our children's safety and the already too polluted area becoming further so.

Jamaica Plain, Mass.
July 20 - 1976

Mr. Anthony Pangaro
500 Arborway
Jamaica Plain Mass.

Dear Mr. Pangaro -

We wish to be recorded as in favor of the fully depressed transit system. As life time residents of Jamaica Plain we feel that something must be done about the traffic situation here. An arterial road from Jackson Square to Forest Hills will solve some of the problem.

Therefore we feel strongly that such a road must be built.

Sincerely yours,
Mary J. Larkin
Helen C. Larkin

Richard E. Leary
187 Melrose Ave
Needham, MA

I support the Extension - Being a resident of Needham, I hope alternate means of transportation for our community isn't forgotten.

And Minority and Area requirements for employment on construction isn't justified at this time of high unemployment and man hour and material costs; for the tax payer to accept the burden on unskilled and unqualified workers.

MONUMENT CIVIC ASSOCIATION
27 BARDWELL STREET
JAMAICA PLAIN, MASSACHUSETTS 02130

JOHN LeCLAIR , President

July 12, 1976

Mr. Anthony Pangaro
500 Arborway
Jamaica Plain, Massachusetts

Dear Mr. Pangaro,

After a careful consideration of all alternatives, the Monument Civic Association has voted to support the proposal for a modified depressed, New M.B.T.A. Orange Line, Amtrack Railroad, and Greenbelt Parkway to Forest Hills. This proposal we believe, will help the entire Jamaica Plain area, by reducing auto traffic, and the number of heavy trucks on our streets, by improving the speed of police and other emergency service throughout Jamaica Plain, and by upgrading our public transportation system.

By depressing the transit and building the road, noise will be reduced and Jamaica Plain will become a more attractive place to live. These improvements, we maintain, are long overdue. We endorse the transportation package that includes the roadway to Forest Hills.

Sincerely,

John LeClair , President

John LeClair

We are opposed to the termination of service of the commuter train service to Needham and other areas. Commuter train service is an efficient and pleasant way to commute to a job or to shopping. It is fast, while sparing its riders, the constant stops and delays always apparent in an above ground or below ground urban transportation system.

We are opposed to the encroachment of the Orange Line service. This inevitably will lead to higher taxes and greater development in the Needham area. It is nice to see rabbits, racoons and the like, but with minimal development (commercial or residential) any form of wildlife will disappear.

We hope that those in the political arena will for once adhere to and understand the desires and feelings of their constituents and prove to all that we are, indeed, living in what was always taught us, the "ideal democracy".

Let us state that the impending shut down of the train system will prove unfortunate and disastrous. All European and Asian communities have similar and better commuter rail systems and we hope that we can also soon breath more easily.

We are opposed to the termination of service of the commuter train to Needham and other areas. Commuter train service is an efficient and pleasant way to commute to a job or to shopping. It is fast while sparing its' riders the constant stops and delays always apparent in an above ground or below ground urban mass transportation system.

We are opposed to the encroachment of the orange line since this inevitably will lead to higher taxes and greater development in the Needham area. It is nice to see rabbits, racoons and the like but with minimal development (commercial or residential) any form of wildlife will disappear.

We hope that those in the political arena will for once adhere to and understand the desires and feelings of their constituents and prove to all that we are indeed living in what was always taught as the "ideal democracy".

Let us state that the impending doom of the train system will prove infortunate and disastrous. All other European & Asian communities have similar and better commuter rail systems that are in no danger of destruction and we hope that we can also soon breathe easier.

[illegible]

[illegible]

Steve Lester
93 Moraine St
Jamaica Plain, MA

As an avid bicycle rider I am quite concerned with the continuous "mention" of bikeways to accompany the proposed development of the Southeast Corridor. Plans, as I understand it, however do not incorporate bikeways as an adequate and more importantly functional means of transportation which this project is all about. I would like to receive as much information as possible concerning the bikeways considered for this project! How can it be omitted if the city is sincere about transportation in and out of the city which will enhance the environment of the area - cars do nothing to enhance an area.

CBI CORPORATION

Developers & Builders
One Boston Place, Suite 1006
Boston, Massachusetts 02108
Telephone 617 742-6850

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June 18, 1976

Mr. Anthony Pangaro
Development Coordinator
Southwest Corridor Development Project
Executive Department
8 Asticon Road
Boston, MA 02130

RE: Southwest Corridor
MBTA Extension

Dear Mr. Pangaro:

CBI Corporation strongly supports the development of the Southwest Corridor for an extension of the Orange Line of the Massachusetts Bay Transportation Authority system. As bidders on sites along the Southwest Corridor, we are well aware of the blighted condition caused by the demolition of buildings in anticipation of the construction of Interstate I-95. Without an impetus such as the construction of the Orange Line, we feel that this area is in serious danger of declining whereas just the opposite will most certainly happen with the construction of the Orange Line.

We understand that the Department of Transportation has funds available under the Urban Mass Transportation Administration through the Interstate Transfer Provision of the Federal Aid Highway Act to assist in financing projects such as this. As part of the Boston business community, we sincerely hope that funds sufficient for the construction of the Orange Line extension in the Southwest Corridor will be allocated to the Massachusetts Bay Transportation Authority.

Very truly yours,

CBI CORPORATION

David R. Lewis
Vice President

DRL:RR
cc: Mr. Felix J. Conti

RECEIVED
JUN 20 1976
SOUTHWEST CORRIDOR
DEVELOPMENT COORDINATOR

Baiba Liepins
14 Orchard St
Jamaica Plain, MA

Let's help rebuild Jamaica Plain the right way!

I support the Jamaica Pond Association proposal for a new Greenbelt Parkway!

I heartily support the proposal to replace the Orange Line for a shorter riding time and no more delays.

K. Lieprins
14 Orchard St
Namaica Plain, MA

I support the proposal to replace the Orange Line with new tracks and modern stations.

I support the Jamaica Pond Association's proposal for a new Greenbelt Parkway.

Rudolph Lieprins
14 Orchard St
Jamaica Plain, MA

I support the Jamaica Pond Association's proposal for a new Greenbelt Parkway.

STATEMENT ON BEHALF OF

THE CITY OF BOSTON

ON THE

SOUTHWEST CORRIDOR

ORANGE LINE RELOCATION/

ARTERIAL STREET

ENVIRONMENTAL IMPACT ANALYSIS

JULY 15, 1976

PRESENTED BY:

EMILY LLOYD
SPECIAL ASSISTANT FOR TRANSPORTATION
TO MAYOR KEVIN H. WHITE.

THE CITY OF BOSTON CONTINUES TO SUPPORT THE RELOCATION OF THE ORANGE LINE TRANSIT SERVICE FROM THE ELEVATED STRUCTURE ON WASHINGTON STREET TO A DEPRESSED RIGHT OF WAY ALONG THE MAIN LINE CORRIDOR AS OUR HIGHEST PRIORITY CAPITAL TRANSIT PROJECT.

THIS PROJECT OFFERS THE BEST SOLUTION TO TWO LONG-STANDING PROBLEMS FACING THE CITY OF BOSTON. FIRST, THE RELOCATION CLEARS THE WAY FOR REMOVAL OF THE DECAYING AND BLIGHTING ELEVATED STRUCTURE ALONG WASHINGTON STREET. SECOND, THE NEW ORANGE LINE WILL PROVIDE FIRST CLASS TRANSIT SERVICE IN THE HIGH-DEMAND SOUTHWEST CORRIDOR, OFFERING AN EXCELLENT ALTERNATIVE TO THE PRIVATE AUTOMOBILE. THIS SERVICE--TOGETHER WITH IMPROVED FEEDER SERVICE AND WHATEVER NEW SERVICE EMERGES FROM THE SOUTH END AND ROXBURY REPLACEMENT SERVICE STUDY NOW BEING INITIATED BY THE MBTA -- WILL OFFER A UNIQUELY FINE NETWORK OF TRANSIT SERVICE THROUGH AREAS OF THE CITY CHARACTERIZED BY HIGH TRANSIT DEPENDENCY AND HIGH COMMUTER MOVEMENT.

IN ADDITION, THE PROPOSED NEW ORANGE LINE ADDRESSES A NEWER BUT EQUALLY SERIOUS PROBLEM FOR THE CITY OF BOSTON--HOW TO REBUILD THE 150 ACRES OF LAND CLEARED FOR THE SOUTHWEST EXPRESSWAY. THE RELOCATED ORANGE LINE, WHILE OFFERING A SOLUTION TO THE TRANSPORTATION NEEDS OF THE CITY, WILL ALSO FACILITATE AND STIMULATE REUSE OF THESE MANY PARCELS WHICH WOULD OTHERWISE CONTINUE AS TRASH COLLECTORS AND EYESORES FOR MANY MORE YEARS.

THE BENEFICIAL EFFECT OF THE ANTICIPATED RELOCATION CAN ALREADY

BE SEEN IN MANY PLACES. THE CITY IS COMPLETING CAMPUS HIGH SCHOOL AT NEW DUDLEY STREET AND PLANS TO START RENOVATIONS SOON ON THE BOSTON GAS BUILDING BETWEEN WILLIAMS AND MCBRIDE STREETS, WHICH WILL BECOME SOUTHWEST HIGH SCHOOL II. THE LOWER ROXBURY COMMUNITY COOPERATION HAS BUILT TWO NEW APARTMENT BUILDINGS AT RUGGLES AND SHAWMUT. SOME OF THE VACANT LAND HAS BEEN TURNED INTO COMMUNITY PARKS, AND ALONG THE EDGES OF THE VACANT LAND, PEOPLE ARE STARTING TO FIX UP THEIR HOMES. IT HAS TAKEN TEN YEARS FOR THESE NEIGHBORHOODS TO REGAIN SOME STABILITY, AND THE PRESENT CAUTIOUS OPTIMISM IS BASED ON THE BELIEF THAT THE ORANGE LINE RELOCATION WILL HAPPEN. FOR THE SAKE OF THE CONTINUING REHABILITATION OF THESE NEIGHBORHOODS, THIS PROJECT MUST GO FORWARD AS QUICKLY AS POSSIBLE.

THE ENVIRONMENTAL IMPACT ANALYSIS DESCRIBES THREE POSSIBLE APPROACHES TO THE ORANGE LINE RELOCATION. ONE DEALS WITH A RELOCATED ORANGE LINE RUNNING ON AN ENBANKMENT. THIS IS TOTALLY UNACCEPTABLE. THIS SCHEME WOULD BE WORSE THAN WHAT IS THERE NOW, AND WOULD HAVE THE SAME BLIGHTING EFFECT AS THE OLD EXPRESSWAY PROPOSAL. THE CITY BELIEVES THAT THE EMBANKMENT MUST COME DOWN.

THE OTHER ALTERNATIVES ARE THE FULL DEPRESSION OF THE TRACKS AND THE SO-CALLED "MODIFIED"DEPRESSION", WHEREBY THE TRACKS WOULD BE BELOW GRADE, BUT THE TRAINS WOULD BE PARTIALLY ABOVE GRADE.

DURING MOST OF THE PLANNING PERIOD, IT WAS ASSUMED THAT THE FULL DEPRESSION WAS THE ONLY WAY TO ADDRESS THE ENVIRONMENTAL CONCERNS OF THE IMPACTED COMMUNITIES. HOWEVER, AS COSTS HAVE ESCALATED, SO HAS THE CONCERN OVER UMTA'S WILLINGNESS TO FUND THIS

IMPORTANT PROJECT, AND IN ORDER TO AVOID POSSIBLE DELAYS, THE CONSULTANTS HAVE PROPOSED AN ALTERNATE SOLUTION-- THE SO-CALLED MODIFIED DEPRESSION. WE AGREE THAT COSTS MUST BE HELD DOWN AS MUCH AS POSSIBLE, AND WE BELIEVE THAT SOME MODIFICATION OF THE DEPRESSION WILL BE ACCEPTABLE. HOWEVER, WE FEEL THAT ADDITIONAL ENGINEERING MUST BE DONE AND POSSIBLE IMPACTS MUST BE UNDERSTOOD MORE THOROUGHLY BEFORE THE FINAL PROFILE IS CONFIRMED. SOME OF THIS WORK HAS BEEN DONE SINCE THE DRAFT EIA WAS PUT TOGETHER AND WE ARE CONFIDENT THAT THE VAST AMOUNT OF TIME ALREADY INVESTED BY THE COMMUNITY, THE STATE, AND THE CONSULTANT, WILL ENABLE US TO GENERATE AN ACCEPTABLE SOLUTION THAT BOTH PUTS A REASONABLE OR CEILING ON COSTS AND PRESERVES THE QUALITY OF ENVIRONMENT AND THE POTENTIAL FOR DEVELOPMENT WHICH THE CITY CONSIDERS ESSENTIAL TO THE PROJECT- WITHOUT UNDUE DELAY TO THE CAPITAL GRANT PROCESS.

IN REVIEWING THE FULLY DEPRESSED AND MODIFIED DEPRESSED ALTERNATIVES WE FELT IT WAS IMPORTANT THAT WE SET SOME ROUGH CRITERIA FOR GUIDING THE FINAL ENGINEERING OF AN ACCEPTABLE PARTIAL DEPRESSION. IN THE WILLIAMS AND MCBRIDE STREETS AREA OF JAMAICA PLAIN, WHERE THE ADJACENT LAND IS FLAT, IT IS OF UTMOST IMPORTANCE TO KEEP THE ORANGE LINE TRACKS LOW. THE CITY IS ABOUT TO FINALIZE THE PLANS FOR THE NEW JAMAICA PLAIN SOUTHWEST II HIGH SCHOOL, AND A SPECIFIC GRADE FOR THE TRANSIT LINE AND CROSS STREETS MUST BE FINALIZED WITHIN THE NEXT COUPLE OF WEEKS TO FACILITATE COMPLETION OF THE SCHOOL. THE TRACKS SHOULD BE LOW ENOUGH TO ALLOW MCBRIDE STREET TO REMAIN BELOW THE BUILDING ENTRANCES.

IN THE VICINITY OF GREEN STREET IT IS IMPORTANT NOT TO IMPACT

THE YARDS OF THE HOUSES ON GORDON STREET AND NOT TO RAISE GREEN STREET ABOVE THE FRONT ENTRANCE LEVEL OF KILGARIFF'S BAR.

AT BOYLSTON STREET THE TRACKS SHOULD NOT BE RAISED SO HIGH AS TO ALTER THE HOUSES ALONG LAMARTINE STREET.

AT BROMLEY HEATH IT IS IMPORTANT TO KEEP THE CROSS STREETS SEVERAL FEET BELOW THE FLOOR LEVEL OF THE HOUSING. IT IS ALSO ESSENTIAL THAT SAFE AND EASY ACCESS BE MAINTAINED INTO THE BROMLEY HEATH COMMUNITY CENTER.

AT ROXBURY CROSSING THE USE OF EXISTING BUILDINGS WEST OF TERRACE STREET SHOULD NOT BE DISTURBED.

ALONG THE MISSION HILL HOUSING EXTENSION THE DECK SHOULD BE NO HIGHER THAN EYE LEVEL SO THAT THE HOUSING HAS VISUAL AS WELL AS PHYSICAL ACCESS TO THE OTHER SIDE OF THE TRACKS. IN ADDITION, RUGGLES STREET SHOULD REMAIN BELOW THE LEVEL OF THE FLOORS IN THE HOUSING APARTMENTS.

WITHIN THE SOUTH END THE TRACKS ARE ALREADY PARTIALLY DEPRESSED. HOWEVER, UNLIKE ROXBURY AND JAMAICA PLAIN,THE NEIGHBORHOOD IS DEVELOPED RIGHT UP TO THE TRACKS. TO PROTECT THIS NEIGHBORHOOD THE TRACKS SHOULD BE COVERED THROUGHOUT AND THE WALL SUPPORTING THE COVER SHOULD BE NO HIGHER THAN EIGHT FEET.

THE OTHER MAJOR QUESTION POSED BY THE EIA IS WHETHER OR NOT TO BUILD AN ARTERIAL STREET FROM ROXBURY CROSSING TO FOREST HILLS. ~~DORCHESTER SQUARE~~.

THE CITY SUPPORTS THE PROPOSED SIX-LANE STREET FROM ROXBURY CROSSING TO JACKSON SQUARE. HOWEVER, WE ARE NOT READY TO COMMENT ON THE PORTION OF THE STREET FROM JACKSON SQUARE TO ~~ROXBURY CROSSING~~ FOREST HILLS AT THIS TIME. THIS PROJECT IS OF DEEP CONCERN TO THE NEIGHBORHOODS INVOLVED, AND WE FEEL THAT THEY MUST BE GIVEN EVERY OPPORTUNITY TO EVALUATE THE BENEFITS AND DISBENEFITS OF THE PROPOSED STREET AND TO MAKE THEIR FEELINGS KNOWN. WE HAVE HEARD FROM MANY RESIDENTS, AND WE FEEL THAT THIS HEARING WILL PROVIDE THE FORUM FOR MUCH ADDITIONAL COMMENT, WHICH WE ARE EAGER TO HEAR.

I WOULD LIKE TO COMMENT BRIEFLY ON SEVERAL OTHER ASPECTS OF THE EIA, ONE IS THE PROPOSED CONFIGURATION OF RESIDENTIAL STREETS ADJACENT TO THE PROJECT AREA. THROUGHOUT THE PROJECT AREA, THE DRAWINGS SHOW STREET WIDENINGS, STRAIGHTENINGS, CORNER SHAVINGS, AND OTHER CHANGES ORIENTED TO TRAFFIC MOVEMENT. IT IS OUR ADAMENT POSITION THAT THE SCALE AND CHARACTER OF RESIDENTIAL STREET ADJACENT TO THE PROJECT ~~WILL~~ SHOULD NOT BE CHANGED. WE ARE CERTAIN THAT AS DESIGN PROGRESSES, A HIGH LEVEL OF CONCERN FOR NEIGHBORHOOD SCALE AND EASY PEDESTRIAN MOVEMENT WILL BE MAINTAINED.

I WOULD ALSO LIKE TO NOTE OUR CONCERN ABOUT SEVERAL CONSTRUCTION IMPACTS. FIRST, THE PROPOSED DETOUR ROUTINGS DURING STREET AND BRIDGE DEMOLITION AND RECONSTRUCTION REQUIRE REVISION TO DECREASE THE IMPACT OF TRAFFIC DISRUPTION ON PRIMARILY RESIDENTIAL STREETS.

SECOND, THE PROPOSED CROSS-STREET DEMOLITION AND CONSTRUCTION SCHEDULE INVOLVES EXCESSIVE OVERLAP IN STREET CLOSINGS. THIRD, WE WOULD PROPOSE THE CONSTRUCTION OF A TEMPORARY BRIDGE NEAR MASSACHUSETTS AVENUE DURING THE RECONSTRUCTION OF THE PRESENT BRIDGE TO COPE WITH THE 27,000 CARS TRAVELLING DAILY OVER MASSACHUSETTS AVENUE.

FINALLY, I WOULD LIKE TO SPEAK BRIEFLY ON THE IMPROVEMENTS THIS PROJECT OFFERS FOR COMMUTERS. IT PROVIDES FOR AN UPGRADED COMMUTER RAIL, AMTRAK, AND ORANGE LINE TO BE BUILT AS COMPATIBLE AND INTERDEPENDENT PROJECTS. THE RELOCATION OF COMMUTER AND INTERCITY RAIL ONTO THE MIDLAND DIVISION DURING CONSTRUCTION IS AN INCONVENIENCE TO COMMUTERS WHO USE BACK BAY STATION; HOWEVER, THIS INCONVENIENCE IS MORE THAN OFFSET BY THE BENEFITS OF THE COMPLETED PROJECT. INTERCITY RAIL WILL HAVE A NEW STATION AT BACK BAY WITH HIGH PLATFORMS AND EASY CONNECTIONS TO BOTH COMMUTER RAIL AND THE NEW ORANGE LINE. THE COMMUTER RAIL SYSTEM TO THE SOUTHWEST GAINS AN INCREASED DOWNTOWN DISTRIBUTION SYSTEM THROUGH EASY CONNECTIONS TO THE ORANGE LINE AND THE NEW STOP AT RUGGLES STREET SERVING A MAJOR CONCENTRATION OF INSTITUTIONAL AND MEDICAL FACILITIES. AS PART OF THE CITY'S POLICY OF NOT INCREASING HIGHWAY CAPACITY INTO THE DOWNTOWN, WE HAVE A STRONG COMMITTMENT TO A GOOD AND ATTRACTIVE COMMUTER RAIL SERVICE INTO THE DOWNTOWN FROM COMMUNITIES BEYOND THE AREA SERVED BY RAPID TRANSIT. THE RELOCATION ALSO PRIVIDES MUCH IMPROVED ACCESS TO THE GROWING CONCENTRATION OF JOBS IN THE BACK BAY AREA FOR PEOPLE LIVING IN THE SOUTHWEST CORRIDOR. EVEN WITHIN DOWNTOWN BOSTON, SERVICE BETWEEN THE DOWNTOWN AND BACK BAY AREAS IS CONSTRAINED BY THE GREEN LINE CAPACITY AND THE RELOCATION WILL PROVIDE MUCH NEEDED RELIEF TO

THIS BOTTLENECK.

IN CONCLUSION, THE CITY FEELS THAT THE RELOCATION OF THE ORANGE LINE MUST PROCEED AS QUICKLY AS POSSIBLE.

WE FEEL THAT ALL THE CITY'S COMMENTS ON THE EIA CAN BE DEALT WITH AS WORK PROCEEDS WITHIN THE ONGOING FRAMEWORK OF STATE, CITY AND COMMUNITY COOPERATION.

THANK YOU.

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TUFTS - NEW ENGLAND MEDICAL CENTER

An Association of the New England Medical Center Hospitals, Tufts University Schools of Medicine and Dental Medicine and the Bingham Associates Fund and Program

171 Harrison Avenue, Boston, Massachusetts 02111

June 28, 1976

Massachusetts Bay Transportation Authority
Southwest Corridor Project
8 Asticou Road
Jamaica Plain, MA. 02130

Gentlemen:

The Tufts-New England Medical Center, comprised of New England Medical Center Hospital and Tufts University's Schools of Medicine, Dental Medicine and Occupational Therapy, wish to officially go on record as being fully supportive of the MBTA's Southwest Corridor Project to relocate the Orange Line.

Our Medical Center is located in the South Cove area of Boston, in the area generally bounded by Harrison Avenue, Kneeland Street, Tremont Street and Oak Street. It is adjacent to Chinatown, the Combat Zone and the downtown theatre district. Approximately 7,000 people come to our Medical Center each day. They are patients, visitors to patients, staff employees, students, visiting health practitioners and educators, and a host of others serving or being served at the Medical Center. Roughly a third of these people arrive in private autos or taxis. The other two-thirds, some 4,500 people, arrive each day by public transportation. Except for the few riders of the Bay View bus line from South Boston which stops directly at our main Hospital entrance, all other public transportation riders must debark in areas of the City which are considered highly inconvenient, unsafe, or both. These are the Orange Line's Essex Street station in the Combat Zone, the Dover Street station on this line, and South Station, which serves the Red Line as well as commuters from towns west and south of Boston. We are deeply concerned that many visitors to our Medical Center must walk through potentially dangerous streets to arrive at our doors.

It is therefore obvious why we are enthusiastic about the Southwest Corridor Project and in particular the completion of the new Orange Line station across Washington Street from our main Hospital entrance. This new station will bring our visitors and staff directly to the Medical Center. When the project is completed, it will allow commuters from west and south of Boston to debark at Back Bay Station and board the Orange Line for a one stop ride to the Medical Center. It will allow MBTA riders to reach us quickly and conveniently, by using the Orange Line or transferring to it from other MBTA lines.

Although the need for the new station is obvious right now, it will become more acute each year. The emphasis in health care nationally, and in our institution in particular, is towards more treatment on an outpatient or ambulatory basis. A greater number of our patients will be ambulatory and will receive treatment not as Hospital inpatients, but as regular visitors to our more than 200 clinics and services. This will unquestionably increase the demand for good, accessible public transportation for all outpatients, but especially for handicapped patients who at present are unable to get here by any means other than private autos. The features of this project geared toward assisting the handicapped are of special interest to us and we endorse them strongly.

We are also under pressure by the Environmental Protection Agency, as are all other institutions and large employers in Boston, to reduce the number of employee cars coming into the City. Although we encourage carpooling among our 4,000 employees, the problems associated with a 24-hour, 7 day-a-week operation such as multiple, overlapping work shifts, emergency coverage, overtime, etc. precludes the use of carpooling for many employees. Therefore, the only real commuting alternative we can offer to our staff is public transportation. As it exists today, however, and for the reasons mentioned previously, that alternative is not acceptable to many employees.

As I have outlined them, the benefits of this project to Tufts-New England Medical Center are many. However, we do not exist here in the South Cove in a vacuum. The success of our work is bound up with the health of the community that surrounds us--the neighboring Chinese residential community, the Bay Village residential community, Don Bosco Technical High School and the commercial and theatrical districts. As all of us will benefit directly from the relocation of the Orange Line and the opening of the new South Cove Station, we heartily endorse the project.

Very truly yours,

Robert Lovinger
T-NEMC Property Manager

et

120

Ralph Lowell Jr.
190 Fox Hill St
Westwood, MA 02090

To Whom it may concern:

As a regular commuter from Needham Junction I would like to be recorded as opposed to the depression plan and suspension of service on the Needham line.

Rita & Alec MacInnis
27 Asticou Rd
Jamaica Plain, MA

Rita & Alec MacInnis of 27 Asticou Rd. are opposed to an arterial highway that will increase the traffic congestion, air pollution and overall noise at Forest Hills.

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122

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June 14, 1976

Mr. Anthony Pangaro, Development Coordinator
Southwest Corridor Development Project
8 Asticou Road
Boston, Massachusetts 02130

Dear Mr. Pangaro:

Please record our firm in full support of the application for the MBTA's capital grant regarding the Southwest Corridor project.

If there is anything the state of Massachusetts needs now it is jobs in that the construction business is the nation's single largest business and the unemployment rate in Massachusetts is staggering. Our whole economy is depressed and I really don't think that we will see any significant relief until a building program is initiated. This project would certainly be a step in the right direction.

If I can do anything further, please call or write me.

Very truly yours,

Daniel F. Marr/s

Daniel F. Marr,
President

DFM/s

Dictated not read

Lorraine Martin
15 Gordon St
Jamaica Plain, MA

I am Lorraine Martin of 15 Gordon St., Jamaica Plain.

I would like to see the Orange Line built. It should be depressed from Green St. to McBride St.

I have lived in Jamaica Plain for 48 years. It was a nice place to live and work.

Then came I-95 through. It took homes and factorys. No price tag was too high for this.

I also lost out on a H.U.D. loan, also rent. Who wants to live in a house that is going to be taken for a highway. My neighbors also lost. There was no money given to us on account of this. We put up with fires, trash and High Insurance rates account of this. We paid a price for this.

Now I think we deserve the best money can buy. I certainly don't think money should enter what we should or should not do here in Jamaica Plain.

We also will have to put up with the construction. Make it worth something we would like to have and look at. It should be a show place what can be done with rapid transit. It is the cheapest and best way to travel. The stations should also be beautiful and kept up. Take a look at Green St. It is a disgrace. Will the Green St. you put up look the same way fifty years from now?

We do not need any ups and downs put in Jamaica Plain. We have enough now. We also do not need any new embankments. I've seen how they were taken care of for years. Also the worse places like junk yards are built next to them. Also embankments are never cleaned. Put in the price of cutting grass and cleaning the embankments in the cost of the semi-depressed. Have the money for many years to come. This will b ing up the price of the semi-depressed.

Look at the Southern Artery. One mistake in Boston is enough. It was a mistake from the beginning. When I saw it, it reminded me of the El on Washington St. There was talk of tearing that down. Why build another.

Put in the best in the first place. In the long run it will pay for itself and beautify the neighborhood it goes through.

Also would like some commuter parking at Green St. I have seen the parking lot at Green St enlarged three times. This is a private place where you have to pay. If they had to enlarge it three times, this shows there is a need for a parking space. When Forest Hills is filled next stop Green St. Get the people on the trains, give them a place to park. We do not want to have them taking our parking places on the street. We in the neighborhood need them. Also you will not need an arterial street if people ride the trains.

We do not need an arterial street for buses or trucks. Park the crrs at the train stops discourage people from driving not make competition for the trains. If a lot of traffic at Forest Hills people will go on to Green St. to park that is what goes on now. You can get to Green St. without going to Forest HIlls. You need parking. The parking space not at Green St. Answer that question. Instead of enlarging play ground make parking no one will walk from the parking lot where it is now. If no parking is needed how come this parking area was enlarged three times. This matter should be looked into. Otherwise cars will be parked anywhere. Also I read in paper Herald July 15th the entire line would be depressed and covered over to reduce noice and adverse visual impact upon surrounding communities.

Why did we hear so much talk about the semi depressed?

124 Allied Cork, Inc.
624 South Street, Holbrook, Mass. 02343
Tel. (617) 767-2900

June 14, 1976

Anthony Pangaro, Development Coordinator
Southwest Corridor Development Project
Executive Department
Eight Asticou Road
Boston, MA 02130

Gentlemen:

We are in receipt of a letter from Massachusetts Construction Advancement Program dated June 11, 1976, regarding the relocation of approximately five miles of the Orange Line from South Cove to Forest Hills.

We would be more than happy to help support this construction project. We too, feel that this would be a major transit development.

If we can be of any further assistance, please do not hesitate to contact us.

Very truly yours,

ALLIED CORK INC.

Robert L. Mathis
Office Manager

RLM:mw

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My name is Ken Wilson . I have been authorized to speak at this hearing for Thomas R. McMillan. I shall read the statement that he wishes to be made a matter of public record.

TO THE OFFICIALS PRESIDING AT THE MBTA AND MDPW PUBLIC HEARING ON THE CAPITAL GRANT APPLICATION FOR RELOCATING THE ORANGE LINE

I am an attorney in the Back Bay area of Boston and have recently purchased a home in Sharon. One of the most significant factors in my decision to buy a home in Sharon was the accessibility of train service from Sharon to Back Bay Station and the proximity of Back Bay Station to my office. I had been aware of efforts on the part of riders who use Back Bay Station to insure the continuation of train service to Back Bay and knew that their efforts had resulted in the passage of section 18 of the Transportation Bill, House Bill 6865Q, which prohibits the MBTA and the secretary of transportation and construction from discontinuing rail passenger service to the Back Bay.

I find the current proposal to close Back Bay Station for up to four years impossible to reconcile with the Legislature's mandate that service to Back Bay be continued. We are all aware of the contempt unelected public officials frequently show for petitions presented by their constituents. Our public transportation officials apparently have so little concern for the interests of passengers that they feel free not only to ignore their petitions, but to ignore legislation enacted as a result of the efforts of those passengers.

Thomas R. McMillan

Thomas R. McMillan
28 Billings Street
Sharon, Mass. 02131

Gerald E. McNally CONSTRUCTION CO., INC.

P. O. Box 266
454 Main Street - Somerset, Massachusetts 02726
Telephone Area Code 617 676-1001

June 14, 1976

Mr. Anthony Pangaro
Development Coordinator
Southwest Development Project
Executive Department
8 Asticon Road
Boston, Massachusetts 02130

Dear Mr. Pangaro:

Please let me add my name and our firm's name to the list of those supporting the Southwest Corridor Project, South Cove to Forest Hills Relocation.

Surely it must be painfully obvious that without a recommitment to mass transit New England will be come only a foot note in the future history books written about the United States.

Sincerely yours,

Gerald E. McNally

Gerald E. McNally, Jr.
President

GEMcNjr/dab

AN EQUAL OPPORTUNITY EMPLOYER

Mc Leod

128

July 13, 1976

I strongly oppose the proposed depression plan that presently jeopardizes our rail commuter service to Route 128 RR Station and points south.

Please represent me @ the July 15, 1976 meeting.

Many thanks...

R. Bruce McLeod
5 Westland St
Brockton Mass

NEWSLETTER TO RAIL COMMUTERS -- July 6, 1976

The big Public Hearing which will afford you an opportunity to register your protest against curtailment of any of the train service you now have will be held at the State Diagnostic Laboratory, 305 South Street, Jamaica Plain (near Forest Hills Station) on July 15 - 1 P.M. to 5 P.M. and 7 P.M. to 11 P.M. If you cannot attend, but would like your opposition to this depression plan that jeopardizes commuter rail service made a matter of public record a short written statement prepared by you can be read by someone who will be there. Please sign your name and address and leave at Information Desk at the South St. entrance of Back Bay Station.

SOUTHWEST CORRIDOR PLANNING WITH RESPECT

TO JAMAICA PLAIN (7/15/76 meeting)

++

12 July 1976

from: William Herbert Metten W. H. Metten
Boylston Congregational Church
207 Amory St. (cor. Boylston and Amory Sts), J.P. 02130
(res.: 53 Torrey St., Dorchester 02124)

As the people who actually live, have lived, and/or have our deeply rooted activity in the community - not windy oratorical outsiders with only exploitation and the buck as motivation - we do indeed put **OUR** community FIRST.

The record of previous administrations and preparers of planning is one of no serious accomplishment since 1948 - nearly 30 years. The taxpaying residents of the area are entitled to more than empty impractical plans and promises which have led only to continued increase in blight. Those who actually are in the affected area must live with the consequences.

We need and request, therefore, the simplest, the fastest, the least disruptive, the least costly solution, which should turn out to be best for all legitimately concerned.

We respectfully and urgently recommend these items:

1. The embankment remains up and is modified to take the required five rails.
2. Underpasses are well lighted - even high or low pressure sodium vapor lamps which are recognized by Engineers in the lighting business as the best in the business for outdoor lighting. These underpasses to be essentially at present grade.
3. Arterial road from Jackson Sq. to Forest Hills. Otherwise the 6 lane highway from Massachusetts Ave. to Jackson Sq. seems totally unecessary because it becomes abruptly cut off at Jackson Sq., leading to nowhere. The claim of attracting many more travelers seems not substantial - only those who must (eg, for commercial reasons) even consider going to Boston by auto because of poor parking facilities and traffic congestion. This road essentially at same grade as present streets.
4. Do not have any parking lots at the neighborhood MBTA stations. The travel distances are not that great and it only encourages needless traffic and is somewhat hazardous in coming in and out of these narrow confines.
5. Consider use of automatic signal plates in the approaches to the arterial road to minimize accidents.

- continued -

6. No closing off of Lamartine St. anywhere: This is one of streets needed for clear sailing in cases of emergencies. The assignment of parts of this street to "development" is clearly unecessary (reference is to several sketches in Vol. II) and seemingly capricious.
7. Building and exploitation of much of the land indicated in Vol. II should be kept at an absolute minimum except to meet obvious lack in local situations - certain specialty stores, local postal station, etc. Too many stores and small businesses have been closing permanently: Why encourage more failures? More houses means more people pollution and more car pollution since you cannot prevent people from buying cars.

Sketches IV-37 and IV-44 begin to approach what we have in mind but even those need considerable modification.

Taking data right of the rather disorderly array of statements of the three volumes, what we advocate above seems the most practical:

a) Fastest: 3 3/4 years. Other propposals take up to over 5 years. (p. 5-41).
b) Least noisy and disruptive to build (p. 5-55).
c) Least costly (approx. $200 million vs. $400 million, at least, p. 5-44).

We need action now before the blight and costs completely overwhelm us: In 1973 I participated as committee member in what purported to be the last open meeting of the Public Transportation at the State House, with Mr. Al Kramer and others of the Governor's staff: It was claimed that transfer of the Orange line to the Corridor would get started in 1974. This year Mr. Salvucci, an active member of this Committee, said "no can do" because it still on the drawing boards; Somebody must have known this in 1973 just as the real deficit must have been known. These are all the more reason for practical action NOW.

In passing we must object to the very unclear and haphazard presentation of this report by the S.W. group. Even experts at Northeastern University failed to decipher many of the drawings in Vol. II. The objective of engineering reports is to communicate clearly information which can be understood and used.

We think we have deciphered enough to see that there is an admission (inferentially) that full depression is not feasible because of the Stony Brook water level coming as close as 10 feet within the present surfaces and only the use of concrete "boats" will do the job at an expense far beyond what was projected. It would be less expense to use sound baffles (if really needed - Federal guide lines these days are highly suspect) which can be no worse than some buildings (viz. City Hall).

- continued -

This admission is seen in the attempt to present the new plans for partial depression. This means to me that many if not all of the cross over streets must be raised to considerable height, which make barriers that prevent passage from side of the street to the other and blocking off many entrances and complicating local traffic patterns needlessly. This seems to be shown in figures IV-23, IV-44, IV-52: Among other things we interpret this to mean complete blocking off the entrance of the parking lot and church entrance of Boylston Congregational Church. We have heard of no approach to authorized representatives of the Church concerning such an outrage. The report was supposed to be made incorporating consultation with the victims involved and we submit that in this instance that was not done. We strenously object this treatment as unfair and discriminatory.

In Nov. 30, 1972, there was issued a paper that received no publicity: "Governor Francis W. Sargent: Policy Statement on Transportation in the Boston Region". On page 13:

> "On the basis of current Federal aid levels, the total program recommended today (Ed.- the famous TV speech) should take about 15 years to get fully under contract and 18 or 20 years to complete. I am hopeful that increased Federal aid will permit cutting this span by five to eight years."

That still leaves 13 to 15 years, which fact has been soft pedalled.

Please plan to do things to help the people who must suffer the consequences. The right to fair play applies to all citizens, not just the ever active manipulator and speculator.

Mailing address: 270 Massachusetts Ave, Arlington 02174

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STATEMENT by HERBERT M. MEYER

member, Southwest Corridor Working Committee, the Metropolitan Watershed Group, and the Mystic River Watershed Association, Inc.
at the Southwest Corridor Development Public Hearing, July 15, 1976

The Southwest Corridor Environmental Impact Analysis by Frederic R. Harris, Inc., is well researched and written. Yet much has to be added before an alternative of distinction emerges. The capital investment will run in the hundreds of millions. Two years ago we were told at the signing of the memorandum of agreement that here was "the largest potential expansion of metropolitan green space since Frederick Law Olmsted".

We favor a speedy implementation of the project because it would help to give people employment and strengthen the region's economy. On the other hand, the fiscal plight has cut the budgets of the Boston Park Department and the Metropolitan District Commission to the bone. They are in no mood of accepting the responsibility of implementing, and eventually managing, any park and recreation facilities.

Without their cooperation the Southwest suffering from long standing neglect, cannot hope to take advantage of the present opportunity to introduce beauty, urban structure and better qualities of life as a result of this transportation project. The Harris report sketches a number of sensible and imaginative proposals to compensate for any negative impact by positive concepts. (pages 2-11, 2-14 and 7-135/6). We hope that the Green Line bus garage will not harm the existing wetland.

We are thinking of bicycle and foot paths along the corridor. They could serve to link local neighborhood and regional parks like Franklin Park and Arboretum as well as the many museums and other amenities. It will take vision and cooperation from the responsible agencies, and the steady hand of the urban design consultant to create visual and functional continuity and style.

Those of us who are seriously concerned about the design of the Corridor as an important regional element and also as a vital part of the adjacent neighborhoods believe that it is essential to depress the tracks 25 feet so that all crossings of the Corridor can be level. Since the Harris report seems to indicate that the existing Stony Brook culvert is one of the chief obstacles to this objective, one must face both the cost considerations and the design considerations.

We believe that anything less than a full depression will do nothing to eliminate the existing visual and psychological barrier, and therefore that the full cost must be paid or the embankment allowed to remain. However, it appears to us worth investigating the feasibility of reducing the size of the present culvert, with or without relocation, in conjunction with the Environmental Protection Agency's Clean Water Project, and at a potentially considerable saving in cost. Our reasoning is as follows:

Stony Brook has been abused as a sewer since it was culverted in the second half of the last century. A combined sanitary and storm drain is prone to overflowing after heavy rains because the street run-off increases with the rainfall. A separation

of sanitary and storm drainage eliminates the swelling of sewage volume after heavy rain, and therefore the need for large sewer cross-sections.

It appears that much practiaclly unpolluted run-off is being mixed with sewage in the case of Stony Brook. The upper 64.5% of its watershed area are sewered directly to Nut Island and the storm drainage enters the culvert with an average separation of 93%. This percentage can still improve by better gate maintenance , repair of regulators, and by separation of the few combined sewers -- 12.2% of the 64.5% mentioned. These percentages are based on data of the "Water Quality Improvement Report of the Boston Back Bay Fens" by CE Maguire for the Massachusetts Division of Water Pollution Control in 1973.

Our Metropolitan Watershed Group does not claim professional competence; however, we are sufficiently intrigued to ask the following questions:

1 Can the separated storm run-off from the 64.5% upper watershed area be kept from being polluted, and flow into Back Bay Fens, augmenting the quantity and improving the quality of its water? - What is the diameter of the required pipe? - Can this unpolluted run-off on its way to the Fens serve to create retention ponds where place permits, ponds for visual enhancement, and possible fishing and boating?

2 What cross-section culvert is required to continue to carry the combined sanitary and storm sewage from the lower 35.5% of the watershed area to the Fens Gate Houses and Interceptors? - Can the volume of this combinded drainage be reduced further by elimination of groundwater infiltration, of defective tide gates, faulty regulators, and deteriorated overflow connections?

The Harris report accepts the Stony Brook hydrology as a given. It is our contention that the study should analyze Stony Brock's potential for an improved hydrology. If the tentative conclusion is that the Southwest depressed transportation trench design and cost can profit from such improvement, the Southwest Corridor Development Coordinator might wish to explore the advantage to be gained by a coordination with the "208" project of the Environmental Protection Agency which has available for metropolitan Boston nearly one billion dollars. The Environmental Protection Agency has expressed the willingness to cooperate, and to coordinate its clean-up schedule with that of the Southwest transportation project.

In conclusion, then, the majority of the Metropolitan Watershed Group approves in principle of the conclusions of the Harris report. However, we strongly urge additional work in its open space and urban design aspect, without which the Southwest Corridor Development will fail to enhance the amenities and quality of life in that part of Boston.

Furthermore, we request that the Harris report provide sufficient additional information concerning the Stony Brook hydrology to evaluate its potential for (1) preserving its 64.5% of separated street run-off, (2) reducing the quantity of its 35.5% of combined sewage, and thereby decreasing the size of the culvert, (3) exploring the coordination with the schedule of the clean water project of the Environmental Protection Agency, and finally, (4) the cost-saving all around, and the potential for additional amenities this coordination may contain.

****

Joanne Minich
28 Cottage St
Wellesley, MA 02181

I am for the increase in commuter rail service not the curtailment.

Statement at The Public Hearing on The Environmental Impact of The Proposed Development of The Southwest Corridor

by David A. Mittell, Jr.
July 15, 1976

Thankyou very much for the opportunity to testify this evening. My name is David Alan Mittell, Jr. I live at 281 Chestnut Avenue, Jamaica Plain. By profession I am a teacher. I am also a candidate for State Representative in the 13th District of Suffolk County, a district that straddles the Southwest Corridor for 2½ miles, from Jackson Square in Roxbury to Blanvon Road in Forest Hills.

As briefly as I can I would like to summarize my views on the environmental impact of the Jamaica Plain section of the proposed project. These are views I have developed in attending over 40 meetings and in numerous discussions with public officials and private citizens.

First, the project as a whole is sound. Tearing down the present Washington Street El, and relocating the Orange Line in the Southwest Corridor can, if it is done correctly, be the economic and aesthetic salvation of Jamaica Plain.

Jamaica Plain's assets are many. It has outstanding geology and architecture, a fine mix of people, the best arboretum in the world, and excellent --- if under utilized --- recreation spots in Jamaica Pond and Franklin Park.

But we have our problems as well, problems that militate against Jamaica Plain's being a desirable place to live and raise children. Aside from the problem of the schools, two of our greatest problems are (1) unemployment and underemployment, and (2) the twin environmental disasters of the Washington Street El and the vacant land that lies along the Southwest Corridor. The project under consideration today

can solve both these problems. It can, in short, make all the difference to Jamaica Plain.

But as I said, the project to succeed must be built right. Notwithstanding the yeoman work done by Mr. Pangaro's office over the last two years in evaluating every conceivable aspect of the project, this project emerges with some flaws.

The Arterial Street.

The greatest of these flaws by far is the so-called Arterial Street. The Arterial Street, as you know, would parallel the relocated Orange Line in the Southwest Corridor. The portion of this street that will run in the South End has, as I understand it, been agreed upon. The South End wants it as a replacement for Columbus Avenue and Tremont Street, and we in Jamaica Plain have no objection. The disputed, and in my opinion, disastrous part of the Arterial Street is its extension through Jamaica Plain as far as Forest Hills.

I oppose this street for several reasons. First, it would gobble up much of the good land in the Southwest Corridor, land for which there are enormous developmental and recreational possibilities. Secondly, the Arterial in Jamaica Plain would provide an easy and direct automobile connection from downtown Boston and the Southeast Expressway to the several major streets at Forest Hills: Morton Street, Washington Street, Hyde Park Avenue, and the Arborway. This connection would increase the number of cars commuting through Jamaica Plain many fold, much more I think than anyone reckons. Such a connection would also be likely to increase traffic on the South End portion of the Arterial, thus changing its character for the worse.

Thirdly, if the so-called "modified depressed alternative" is chosen for the rail corridor, the Arterial would have to be built on an embankment in order to connect with Jamaica Plain's cross streets as

they would rise to bridge the tracks. In some places this embankment would be only two feet lower than the present embankment. We would, in other words, be spending 300 million dollars or so to remove an embankment for trains in order to build an embankment for a road!

I am well aware that althought there is vocal opposition to the Arterial in Jamaica Plain, there are also many good people in the community who are inclined to favor it. Many of these people hope the Arterial will substantially reduce traffic on the Jamaicaway and on other local streets such as Amory Street and Lamartine Street. Others hold the pessimistic, but understandable opinion that a road, any road, is better than a dumpy, weedy, ugly, and indefinitely vacant Southwest Corridor.

As to the Jamaicaway argument, the data simply shows that the Jamaicaway would not be substantially relieved by an Arterial in the Southwest Corridor. To the contrary, the Arterial would add to the total number of commuters through Jamaica Plain per day. If it is built, we will in effect have two Jamaicaways, not one.

The goal of reducing traffic on Amory and Lamartine Streets is highly desirable. But the cure of the Arterial Street is in my view worse than the disease, and what is more it is unnecessary. Mr. Stuart Robbins, a resident of Seaverns Avenue in Jamaica Plain, has proposed some rather minor traffic adjustments around Lamartine and Amory Streets, adjustments that would discourage through traffic. Mr. Robbins' proposals are so simple, so effective, so uncostly, and so seemingly intelligent, one can't help wondering if at the bottom of the proposed Arterial doesn't beat the [redacted] heart of a somewhat wounded but still formidable highway lobby!

If the Arterial in Jamaica Plain can be obviated by local traffic

adjustments like Mr. Robbins', we who oppose it must still answer the question: if the Arterial ends a Jackson Square in Roxbury, won't it dump commuter traffic onto Centre Street, Columbus Avenue, and Washington Street? The answer, it seems to me, is no, because these streets aren't really attractive to commuters. There are too many traffic lights and too much local traffic.

We have to remember that automobiles are like droplets of water --- they always follow the point of least resistance. When they find resistance, they simply go elsewhere --- sometimes many miles elsewhere--- enroute to their destinations. We learned this somewhat to our astonishment several years ago when the Tobin Bridge was closed for several months with almost no effect on local traffic.

In short, it seems to me that neither Jamaica Plain nor any other community has any obligation whatever to be rent asunder by a road built primarily for use by people driving from other communities to other communities enroute to work. Modern theories of balanced transportation, not to mention the Golden Rule, say as much.

The Arterial Street contradicts, really, the thrust of the mass transit project under discussion today. I am frankly surprised that Governor Dukakis and Secretary Salvucci, both of whom I admire as two of the most transit-sensitive public officials in the country, have let the Arterial Street proposal get as far as it has.

The Semi-Depressed Alternative.

The second part of the Southwest Corridor proposal I would like to question is the so-called "semi-depressed alternative." (After the number of meetings that have been held over the last two years, I would think we would all be semi-depressed.) Seriously, it seems to me there

is some small room for compromize on this issue between the advocates of a semi-depressed roadbed and the position long held by the Southwest Corridor Coalition in favor of a fully depresded roadbed. There are four conditions under which I think we in Jamaica Plain should be willing to accept partial semi-depression. By that inapt phrase I mean semi-depressed in certain aections, fully depressed in others.

The first condition is that the starting point of discussion should be full depression. Mr. Pangaro's office should then present the community of Jamaica Plain with proposed exceptions to full depression. As it is his office, which pepresents the state, has declared a general partial depression and has asked the community to state where it objects. This, it seems to many of us, is an unfair demand upon the community by the professionals.

The second condition isthat the Arterial Street not be built. As I said before, semi-depression combined with an Arterial Street would be nothing but a 300 million dollar new embankment.

Third, and this is very important, in sections where the roadbed is partially depressed, the land around the tracks should be filled in over the height of future catenaries. This would make the partially depressed roadbed in effect fully depressed. It would mean that the only environmental compromize being made by partial depression would be the so-called visual continuity across the corridor. Noise levels under this plan would be as low as under the fully depressed alternative.

Fourth and finally, the number of new landtakings and buildings to be razed ought to be zero. Under the semi-depressed alternative as presented by the state a number of further landtakings are said to be required. ~~xxx~~ It seems incredible to me that given the huge swath

that was cleared for the unbuilt Southwest Expressway, the state can't design five sets of rails that fit into what would have been eight lanes and a centerstrip of highway. Again, of course, the Arterial Street messes things up and adds to the proposed number of landtakings.

The Greenbelt.

The third subject I would like to touch upon is the land in the corridor that won't be used for transportation. The state's proposal for a semi-contiguous greenbelt parellel to the tracks on some of this land is excellent. However, it is a proposal that hasn't been mentioned enough. What we really have in the Southwest Corridor is a truly historic opportunity. The land clearing for the Southwest Expressway was a disaster for Jamaica Plain. But now that the land is clear, the opportunity exists to make a major addition to the Olmstead Park system. What we should be thinking of is a sort of back door green belt connecting the Fenway with the Arboretum, and possibly some day with Franklin Park.

The environmental impact study under consideration says as much, but seemingly without much enthusiasm. If the authors of the environmental impact study were as enthusiastic about the Greenbelt side of the project as they have been in pushing that damn Arterial Street, the Southwest Corridor would be the greatest garden in the world.

This is a good point to mention a general complaint I have about the Southwest Corridor project as presented in the Environmental Impact Study: there isn't enough excellence in it. As I said at the very beginning, this project is fundamentally sound. However it is built, I can't imagine its being worse than the present Washington Street El.

But what we need is grand thinking --- the thinking of an Olmstead,

or the thinking of a Robert Gourlay, who was the man who first conceived of filling in the Back Bay. We need competitions for the designs of the new stations like the competition that was held for the design of the New Boston City Hall. We need an Arterial Street in the South End that isn't just Asphalt Acres, but id a Commonwealth Avenue, with a wide center strip, and trees, and brick sidewalks. We need to engage the help of the Arnold Arboretum in planting the Greenbelt. We need, in short, a mentality in planning this project that perceives our place in history.

Construction Jobs.

Finally I wish to comment on an issue that is part of the human environmental impact of the project. That is the request that 50 % of the jobs in the so-called minority communities through which the project will run, and 30 % of the jobs in the white communities of the project, be set aside for minority group members, and finally that fifty % of the jobs in the white areas of the project go to residents of those areas.

I would like to suggest that a better way to accomplish the goals of this requested formula would be to set aside at least 50 % of the jobs in all communities of the city through which the corridor runs for residents of those communities, and to drop all mention of preference for minority group members.

The South End, Roxbury, Mission Hill, and Jamaica Plain are full of minorities who would be hired under a community preference plan. I believe that hiring workers from the communities where the work is being done is something the public can understand and will accept. But I don't think the public will xxxxxxx understand why an unemployed

white Jamaica Plain resident must wait on the hiring of an unemployed minority Jamaica Plain resident. In a time of racial tension, in a time when urban residents sometimes feel they are fighting each other for scraps, it seems to me wisdom whould indicate the course I suggest.

That concludes my testimony. Thankyou again, very much, for the opportunity to be here.

MOUNT HOPE BETTERMENT ASSOCIATION

10 JEWETT STREET, ROSLINDALE, MASS. 02131

BLANCHE MOORE, President

June 15, 1976

Mr. Anthony Pangaro
500 Arborway
Jamaica Plain Ma 01130

Dear Mr. Pangaro:

We would like to inform you that our neighborhood organization , the Mount Hope Betterment Association of Roslindale, strongly supports the proposal for the new Orange Line and Amtrak railroad to Forest Hills with an adjoining Greenbelt Parkway.

The people of Roslindale have already waited too long for improvements in the public transit system. By building the parkway to Forest Hills, Roslindale residents will have a faster and more direct means to commute to and from downtown Boston. In addition, we feel that the replacement of the Washington Street El with a new Orange Line and railroad in the corridor offers the best opportunity for future rapid transit service beyond Forest Hills.

We urge the rapid completion of this project.

Sincerely yours,

Blanche Moore

Blanche Moore
President,
Mount Hope Betterment Assc.

July 16, 1970

50 Montrose Street
Jamaica Plain, Mass
02130

Dear Mr. Gargano,

I am very much in favor of the fully
proved, the best really, rapid transit
ce. The bridges over any other versions
the rapid transit railroad line would
e to have steps that you would have to
ub and I am now 63 years old and by
time it is built I would probably find
hard climbing the steps all the time.
nother thing, put it down as far as
ible where it can't be seen so there
llust be another wall or barrier
put the view from one side of Jamaica
d to Franklin Park. It should be a plain like "↑
I have lived and was born in Jamaica
n and as a child lived on Eglestan Street
r to the stones in Eglestan Square and
noise was terrible, could not sleep some nights
Why not please the people where this
oing through as it will be there a
g time and not worry about the people
side of Boston where their neighborhoods
peaceful and beautiful all the time.
was up at the meeting on Friday 15 in the
rnoon and listened to a lot of people read their
es on this. I slept after two hours as I could
say anything because all this was planned ahead
ebyou for reading this. Gertrude E. Morgan

The Commonwealth of Massachusetts
Boston State College
625 Huntington Avenue
Boston 02115

KERMIT C. MORRISSEY
PRESIDENT

June 22, 1976

Mr. Anthony Pangaro, Development Coordinator
Southwest Corridor
500 Arborway
Jamaica Plain, Massachusetts

Dear Mr. Pangaro:

I have read the proposal for the Orange Line Relocation and I wish to endorse it as an excellent plan for the improvement of Massachusetts Transit in Boston. The transfer feature of the plan will make access easier throughout the system. The area served represents a population heavily dependent upon Mass Transit and the plan should produce substantial benefits for them.

I congratulate you and hope that the Orange Line Relocation moves ahead without delay.

With all best wishes,

Kermit C. Morrissey

Kermit C. Morrissey
President

KCM:db

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HEMENWAY & BARNES
COUNSELORS AT LAW
73 TREMONT STREET
BOSTON, MASSACHUSETTS 02108
(617) 227-7940

PHILIP B BUZZELL
LAURENCE M LOMBARD
CHARLES B BARNES
CHARLES M EWING
GEORGE H KIDDER
ARNOLD W HUNNEWELL, JR
DAVID H MORSE
ROY A HAMMER
GEORGE T SHAW
JOHN J MADDEN
MASON M TABER, JR
TIMOTHY F FIDGEON
MICHAEL B ELEFANTE

PHILIP LIVINGSTONE
ERNEST B MURPHY
DOUGLAS A MUIR
ANITA W ROBBOY

ALFRED HEMENWAY (1863-1927)
CHARLES B BARNES (1893-1956)
ARTHUR G MITTON (1907-1952)

GUIDO R PERERA
OF COUNSEL

July 21, 1976

Mr. Anthony Pangaro
Southwest Corridor Development Coordinator
8 Asticou Road
Jamaica Plain, Massachusetts 02130

Dear Mr. Pangaro:

I have been a resident of Jamaica Plain since January 1963 and for the past two years have lived in my own house at 18 Cataumet Street. I have the following comments in respect to the Southwest Corridor:

(1) I believe a road should be constructed from Forest Hills to Jackson Square. My primary reason for holding this opinion is that there will be a road in any event from Jackson Square to the center of the city.

(2) I feel the Orange Line should be fully depressed. It is my understanding that the only real justification for partial depression is economy. Under the circumstances I believe it desirable to expend the additional funds and have the line fully depressed.

(3) I understand that it is contemplated to include a greenbelt and bike path in the Corridor. I think this is most desirable and hope that you will continue to stress the importance of this.

Sincerely,

David H Morse

DHM/MEF

David H. Morse

Mr. Chairman

My name is Dr. Philip F. Mulvey from Needham where I am a Town Meeting Member along with being a consultant to the town on environmental - legal issues, which includes analysis of the reports the MBTA has sent to Needham relative to future transportation needs in the Southwest Corridor.

Needham is a community which is steeped in history and tradition. For example, on April 19, 1775, 185 militia men took up arms and prepared to march to Concord to help their commrades defeat the British at the famous battle of the Concord Bridge.

Today, it is my considered opinion that the present proposal on which you are seeking funding could and would change the character of Needham and leave an impact lasting another two hundred years.

I have attended over 95% of the hearings and workshops you have held relative to this project and must state for the record I oppose the granting of funds to enable you to ~~start~~ Start the proposed forest hills into South Cove Area until the community of Needham can be assured that commuter rail will continue to be the mode of transportation from Needham to Boston.

Oh yes - I know you have said, and have put into writing that the options for service to Needham are still under study. Then I suggest that is all the more reason to withhold submission of this grant request until the entire corridor has been planned and properly evaluated.

Having read numerous legal cases involved in transportation, it makes little sense and no justice that a study (Forest Hills to Needham) started

by a consultant prior to the start of the Forest Hills to South Cove study is still not ready while the more complex and difficult study is before us today. I will suggest a reason - this study of Forest Hills to South Cove is the driver for all that is going to follow. I will suggest further that the Forest Hills to Needham EIS will be tailored to be compatable with the present. What you are asking the residents, and officials of Needham to do, i.e, endorse the submission of the present grant request, is like buying a pig in a poke. Let me point out why I am opposed to the submission of the present proposal prior to seeing the EIS of the Forest Hills to Needham

First: How can you justify a non-progarmatic approach to a portion of the Southwest Corridor realizing that the entire corridor is going to be impacted? Physically and biologically you cannot study half-pregnancia - one is pregnant or isn't. I truly believe that a partial submission for funding as you are doing violates the intent and spirit of the National Environmental Policy Act of 1969. Section 102 of the Act, Subsection C says "a detailed statement by the responsible official on

(i) the environmental impact of the proposed action.

Gentlemen: the proposed action by the MBTA is not limited to the track from South Cove to Forest Hills but rather the entire track from South Cove to Needham. Forest Hills is a station on route - this study has a begining point and a terminus. I believe it is irrational for anyone to accept Forest Hills as a terminus for the entire Southwest Corridor.

Permit me to show you why I oppose your present submittal and have so informed the officials of Needham. The citizens of Needham have overwhelmingly

stated by public referendum, town meeting, letters to the press and at public meetings that what they want is the continuation of the commuter rail - cleaned up to at least meet minimum public health common carrier standards. Now I read in your bulletin dated June 9, 1976 the following:

"The Authority proposes to replace the existing four track railroad line with five new tracks, three railroad and two rapid transit, occupying the common right-of-way. At Forst Hills, the railroad would diverge off to the Providence Line and to the Needham Branch" - This sounds as if the railline is going to continue to Needham. Great. Now I read the next sentence.

"Under a separate project the Authority proposes to make improvements to the Needham Branch by installing a second set of tracks". Note carefully - a separate project but one linked to the present

Also, if youthink the MBTA has already determined to install a second set of tracks - then there is no need for us to await the C. E. Maguire report. You have already determined that the present single track is out and a two track system is in. Now I read the 3rd sentence.

"At some future date, the Authority would determine whether to continue Needham Branch commuter service or to convert the line to an extension of the Orange Line".

On the left hand you give us a two track commuter line on the right hand you ~~give us a two track commuter line on the right hand you~~ might not continue it, or you might convert it to Rapid Transit. Gentlemen - the issue today is the Sincerity of the Authority. Why do you change position

in mid-paragraph? We have labored in the vineyard of this study for over a year - a ye ago I was promised a copy of the C.E. Maguire report on Forest Hills to Needham - Where is it?

In summary - there are many critical issues which have not been addressed in this report. This report ought to include the public's feeling and I quote from a recent article in the press:

"Some 300 opponents of the MBTA's plan to shut down or curtail train and bus services to Needham, West Roxbury and Roslindale during expansion in the South west corridor reportedly told MBTA Chairman, Robert Kiley that they would not use rapid transit on the present Orange Line. The system we have now is more than adequate."

In closing, two hundred years ago we lost 5 militia men from Needham while winning the battle of Concord. We are determined to win the battle of the most appropriate transportation system for Needham in order that over a thousand of our daily commuters can have freedom to ride the train and not be forced on to the Orange line track of insecurity. Thank you

Edward B. Murphy
303 Trent St
Newton, MA

I am 100% for this project to benefit all the city area.

My name is Connie Nelson and I live at 224 South Street, Jamaica Plain, in the Fordham Court apartments. I have been attending informational meetings and going through the Environmental Impact Analysis so I could learn more about the effects of the proposed new orange line and arterial road in our backyard. I support building the fully depressed orange line and I support the arterial built from the South End to Jackson Square, but not continuing to Forest Hills. I oppose the road being built to Forest Hills for the following reasons: I do not want Jamaica Plain to be divided; I do not want increased suburban and truck traffic; and I do not want increased noise and air pollution. ~~In many areas, carbon monoxide levels will increas over maximum standards.~~ My building is already subject to a lot of transportation noise: the Arborway green line runs in front, Morton Street arterial traffic on the side, Amtrak, commuter rail and the Orange Line in back. I dread the thought of additional traffic that would be attracted by the arterial road. I am convinced that the arterial road would attract and not merely divert traffic. There is an estimated increase of 8500 cars a day. The state's estimates of traffic on the road have grown since I have been attending meetings from 25,000 to 36,000 cars a day. I personally spoke with commuters at Forest Hills station who were looking forward to a road so they would not have to contend with mass transit. It doesn't make sense to me to build the new Orange Line and then discourage its use by putting in a road next to it. The road only has this effect of a suburban-downtown expressway by coming all the way to Forest Hills--I do support building the road to Jackson Square where it will improve traffic patterns for the South End and Roxbury. But ~~I don't see that~~ through Jamaica Pla it will ~~do our neighborhood any good.~~ Rather it would bring in not only suburban cars but very likely trucks. Trucking dispatchers would like a new access road into Boston, but with all the noise and air pollution I mentioned earlier, I really don't want to put up with trucks barreling through all night.

Most important, a large road through the Southwest Corridor would endanger the concept of Jamaica Plain as a community. The Orange Line and Amtrak and commuter rail lines will make somewhat of a barrier between the two sides of the coordor. This may divide Jamaica Plain along racial lines, when the very fact that Jamaica Plain is diverse

community is impor nt to e and any esidents. I d not want to be cut off from 1/3 of my neighbors by two t ains, a mass transit line and a road. There e better ways to use the Southwest Corridor land. I would hope it would be used for arks, playing fields for the new high school and other projects which minimize rather than maximize the ba for caus d by the rail lines.

For this same reason, I am opposed to the modified depression of of the orange ine. I do upport the new orange line being built, but it must be fully depressed to minim ize barrier effects. This plan together with no arterial road, is also the safest. Many kids play on the embankment and this cannot be overlooked. I believe the capital grant should be made on the basis of full depression. A roject of this size will have a great effect on the community and a new orange line, fully depressed, could be an improvement for the community if it is not accompanied by an arterial road.

HOME: 524-3643
OFFICE: 353-2027

140

J. ROBERT NELSON
480 JAMAICAWAY
BOSTON, MASSACHUSETTS 02130

July 16, 1976

Mr. Anthony Pangaro
Southwest Corridor Coordinator
500 Arborway
Jamaica Plain 02130

Dear Mr. Pangaro:

Having been unable to attend the meeting of July 15th, I wish to register my strong support for

- depressing the train tracks,

- extending the service road to Forest Hills.

I believe that these modifications will contribute to the convenience of traffic and the proper maintenance of the corridor area.

Sincerely yours,

J. Robert Nelson
(Prof. Boston Univ.)

LAMARTINE - ATHERTON - MOZART
CIVIC ASSOCIATION

141

107 Lamartine Street
Jamaica Plain, Massachusetts 02130

Francis P. O'Laughlin, President
Donald Schone, Treasurer
Joseph P. McGovern, Secretary

July 13, 1976

Mr. Anthony Pangaro
500 The Arborway
Jamaica Plain, Ma 02130

Dear Mr. Pangaro:

The problems of the Southwest Corridor have plagued and divided our community for a decade now. As we move towards a final solution it is vitally important that those people whose homes come into direct contact with the corridor be given a chance to voice their concerns. For years we have never known what the future our neighborhood or even our homes would be. The members of the Lamartine-Atherton-Mozart Civic Association, representing life-long residents of Jamaica Plain who have had to suffer from the delays and turmoil surrounding the expressway, ripping out of homes, fires in abandoned buildings, crime and years of nothing done now see a chance to undo the devastation, vandalism of the past twenty-five years.

The time has come to take a positive step to rebuild our community. We endorse the proposal for a new M.B.T.A. and railroad line with an arterial street to Forest Hills. This project will improve the safety of our streets the value of our homes, and the quality of our neighborhood.

Not to build the parkway, on the other hand, leaving the vacant land available for industry. or housing projects, would be an outrage, utterly unacceptable to the people of our area, especially after so many years of waiting and uncertainty. We urge the quick completion of the entire project to Forest Hills.

Francis P. O'Laughlin

Francis P. O'Laughlin
President

Depressing the rai[illegible] [illegible] For [illegible]
Back Bay is th[illegible] [illegible] [illegible] becau[illegible]
recent memory. Train nois[illegible] [illegible]
[illegible] everything that is wrong w[illegible]
by running the [illegible] [illegible] tunn[illegible]
[illegible] be [illegible] the [illegible]
garden community will [illegible] up as [illegible]
magic! It [illegible] [illegible]
[illegible] that building walls [illegible]
the roadbed would be just as [illegible]
far less costly. [illegible]
[illegible] be made [illegible] [illegible]
eyes and [illegible] [illegible] It is [illegible]
poss[illegible] that rows of [illegible]
serve the same end. It s[illegible]
speed [illegible] that m[illegible] d[illegible] [illegible]
[illegible]
structure, burrowing into the [illegible]
B[illegible] Bay is sited and [illegible]
tunnel [illegible] [illegible] [illegible]
and connecting [illegible] of the [illegible]
[illegible]
[illegible]
[illegible] [illegible] be [illegible]

Concerning the Orange Line cars. They are [illegible] to be like those which run to Quincy ~ but there's a difference! The MBTA system has three different car widths - the Ashmont/Quincy cars are widest, the East Boston/Revere cars a little narrower, and the [illegible] Hills cars considerably narrower. This comparison is about the same as comparing a DC-9 to 747 or (for those not familiar with aircraft) comparing a van bus to a highway bus. These new cars will be cramped, crowded, and [illegible] way as comfortable as a [illegible]

[illegible]

AMTRAK requires that station platforms be at car-floor height, therefore Back Bay Station must be demolished and re-built to eliminate the curves which make such platforms impossible to construct. Why [illegible] the platforms [illegible] these curves are located? There is tangent (straight) track on both sides of Back Bay Station where floor height platforms [illegible] be built. They could be covered and [illegible]. Moving walkways (as are found at many [illegible]) could minimize the effort of [illegible] to the station ~ and in any event the distance would be less than that facing most air travelers who de-plane at Logan.

Charles E. [illegible]
130 Grosvenor Road
Needham

Winifred Orange
Lamartine St
Jamaica Plain, MA

I wish to arterially depress the modification so that Forest Hills does not become Jackson Square.

LOCAL DEVELOPMENT OF THE SOUTH END, INC.
20 UNION PARK, BOSTON, MASSACHUSETTS 02118 • 266-5120

July 15, 1976

Mr. Robert Kiley, Chairman
Massachusetts Bay Transportation Authority
45 High Street
Boston, MA 02110

Dear Mr. Kiley;

In reference to the Southwest Corridor project the long term view would support complete depression of all rail transportation in order to reduce its disruptive effect upon our neighborhoods and their families. Would you want a half-exposed train roaring past your window?

We heartily concur with the Contractors Association of Boston and the Third World Construction Task Force positions in relationship to the amount of minority contractors and construction workers ability to obtain contracts and find jobs in the project. We are prepared to assist the minority companies with technical assistance to strengthen their financial, personnel, and management systems.

Along with other organizations concerned about minority businesses and the economy in these inter-city areas we urge your favorable consideration of concerns as articulated by the Southwest Corridor Coalition.

Sincerely,

William S. Oshima

William S. Oshima,
Manager

cc: Representative Robert Fortes
Richard Soden
Elbert Bishop

STATEMENT ON RELOCATION OF THE ORANGE LINE AND THE PROPOSED ARTERIAL ROAD IN JAMAICA PLAIN.

FROM: Mrs. Eleanor Peacock
5 Lamartine Terrace
Jamaica Plain, Mass.

As: President of the Lamdale Neighborhood Association &
Member of the Board of Directors of the Jamaica Plain
Neighborhood House.

Having resided in Jamaica Plain almost all of my life, 16 years of this time at 5 Lamartine Terrace, I wish to add this statement to the one I made at the Hearing on July 15 as, at that time I was representing the Neighborhood Coalition of Jamaica Plain as Chairperson to their Transportation Committee and also because of the lateness of the hour when my testimony was given there was not time.

Our Neighborhood Association, which is a member of the Neighborhood Coalition of J.P., is comprised of Lamartine Street, between Green Street & Boylston Street, and all the little side streets off of Lamartine in that area.

A number of years ago, after playing "musical highways" with our neighborhood for a goodly time, the State began the land and home taking in the South West Corridor. After the dust had settled, the highway had been defeated and calm settled once more on our neighborhood, we found ourselves faced with some horrendous problems. Homeowners had left--homes had been destroyed--those left were being allowed to deteriorate because no one was sure it would be worthwhile to keep them up. The Fire Department was spending so much time there--they even have opened an auxiliary station and, all in all, things were in very bad shape. However, during the past few years the people who were courageous enough to stay,joined by some new brave folks who have purchased homes in the area, have gotten together and have brought our neighborhood back to a quiet residential area,with mostly owner-occupied homes. Homes have been upgraded, painted, fences built, gardens planted, etc. Having accomplished this by hard work and dedication and without the help of State or Government we would like to keep it that way,and are very concerned about the plan for relocation of the Orange Line and the proposed Arterial Street.

At the hearing on July 15th, while waiting to be called to testify, I listened to suburbanites who told me what they wanted in my neighborhood--politicians who, again,have decided what is to be done in my neighborhood and also some, hopefully, well-meaning persons from other parts of Jamaica Plain who seemed to feel, since they would not have to live with it, that the road and modified depression of transit lines would be just dandy. We who live there do not feel that way. Under no circumstances can we accept the concept of the "Arterial Street". We do not need it, the noise, pollution and danger of it!!--it will not be used by or for us--but will be built expressly to give the suburbs a quicker way into Boston through our neighborhoods and our backyards.

As far as a modified Orange Line is concerned------if the State and/or the Government feels they would like to support the relocation of the Orange Line into the South West Corridor-then the people of my neighborhood say OK!--put it there--but be very sure it is completely depressed! We need our sleep--we need our peace & quiet--we need to know our children are safe and we do not need to have our neighborhood devastated again!!

Lastly, as a member of the Board of Directors of the Jamaica Plain Neighborhood House and as an advocate for the children in our neighborhood and those others immediately adjacent to the SouthWest Corridor, I would like to ask if any "Social Impact"study is being made or planned for. We have seen the "Environmental Impact" study and I am sure, though I have not been able to understand much of it myself,that it covers all the points of environmental impact. However, a project such as this will have some very long-range effects on Jamaica Plain and no one seems to be addressing this. If you turn our neighborhoods back to blight and deterioration, who, in later years, is going to pay for this? Is the comparatively small difference in dollars needed now to fully depress the transit lines and make sure the neighborhoods are not disturbed worth the enormous amount of money it could cost to repair the

damage, the negative social impact, on families and children living there now? We do not think so and so, we would say ---relocate the Orange Line, if you must, but be sure, very sure it is fully depressed so as not to damage our neighborhoods and our lives and our children's lives to say nothing of all the future generations.

I am Clarence [illegible] I have lived in Jamaica Plain all of my life, I live now,* have for 16 yrs.~~at~~on Lamartine Terr,a private way off of Lamartine St.in J.P. I am chairperson of the Transportation Committee of the Neighborhood Coalition of J.P and a member of the of Directors of the Jm.P.Neighborhood House.

At the annual convention of NCJP in November of 1975 it was resolved that the organization address itself to the issue of the S.West Corridor, what was to happen there &,specifically, to the proposed arterial road. We,therefore, met with as many people from the community as we could & after several informative meetings decided on an educational mtg,which was held in February,& to which all of J.P. was invited. As a result of this meeting where Mr.J. MacCrae & Ms.Polly Russel spoke,showed slides & answered questions, NCJP took a public stand against the arterial road,publishing this fact in the J.P.citizen & by means of fliers distributed thru the neighborhoods. Having come this far in our study & having received all sorts of double messages from the community & officials, we decided to take to the streets with a petition to find out exactly how many of the citizens of J.P. would not want the arterial road. At the same time we heard that there was some possibility of not/depressing completely the transit & rail system as most of us had assumed would be done so in our petition we also asked people about this & included the fact that we wanted a completely depressed rail system

The petition reads:

"We the undersigned oppose the proposed arterial street in J.P. that would run from Forest Hills to Jackson Square carrying 32,000 cars,trucks & buses daily because:

1. It ~~would~~ will encourage more suburban traffic thru J.P. & will increase the amount of traffic on several residential streets, and

2. It willisolate 1/3 of J.P's population from the rest of the community,and

3. It will greatly increase noise & air pollution

Furthermore:

4. It is illogical to divert riders from the new transit system by putting a road right next to it.

We wish also to register our support for the complete depression of the new Ornage Line and rail right of way, including the removal of the embankment,maximum safety for the community and minimization of barrier effects

I am now presenting these petitions with approx 1600 names of citizens of Jamaica Plain as concrete indication of the feelings of a major portion of the concerned citizens of J.P.

The majority of these names are from those neighborhoods which will be the most affected by the project in J.P. Since this is the most concrete evidence to date we hope these petitions will be weighed heavily.

The neighborhood coalition will [illegible] a written statement [illegible]

[illegible] [illegible]
[illegible] Rosemary St.,
Jamaica Plain, Mass 02130

I live near the area where the arterial road would go through. I often travel between where I live and the other side of Jamaica line. If the arterial is built, it would divide Jamaica Plain both physically and psychologically, and I strongly oppose such a division. I also feel that attention toward improvement should be given to public transportation and not to more highways. I own and drive a car, but I feel that if the public transportation were better (especially the Arborway line) I would not feel that a car is as important to me as I do now. To me it makes much more sense in terms of efficiency and ecology to have a [illegible] continuing rapid public transportation than to build yet another road allowing cars to pour into Boston

(where there is no place to park anyway).
I also think the railroad line should
be depressed in order that it disturb
our neighborhood as little as possible.

148 Not Delivered

ROXBURY CIVIC & INDUSTRIAL FOUNDATION

PUBLIC HEARING SOUTHWEST CORRIDOR
July 15, 1976.

To: John Carroll, Commisioner
Mass. Dept Of Public Works
Frederick P. Salvucci
Secretary Of Transportation
Commonwealth Of Massachusetts

Good Afternoon Gentlemen:

My name is Richard Pierce, Im the owner of The Boston Tops a Roxbury Firm which manufactures high presure laminated counter tops, and Director Of The Roxbury Civic and Industrial Foundation.

My remarks pertaining to the Southwest Corridor this afternoon will be adressed to the Economic oportunities as a result of this project.

In 1973 The Roxbury Civic and Industrial Foundation was able to see the tremendouse oportunities which would be afforded the affected Communities of the Southwest Corridor for jobs producing Economic Depvelopment especially in the Commercial Explotation of high technology transfer such as Solar Energy.

This project with it's land Parcels being made available for light manufacturing andCommercial Development, will not only strengthen the economic base of the effected urban communities, But will allow for large scale development and demostrations of Solar Energy in the Commercial and Residential construction.

The Roxbury Civic and Industrial Foundation see's as a result of this project, the opportunities for Solar Related Product Development and commercial Explotation (Especially in the Roxbury Section ajacient to the Corridor) as being unlimited.

Without exception in the Entire Country their is not such a continuous piece of Real Estate running through an urban inner city with inmediate acces to land, sea and air trasnportation which has been made available for this kind of physical development.

ROXBURY CIVIC & INDUSTRIAL FOUNDATION

Because of the Inovative Community Development Finnance Corporation Legislation signed this year by Governor Dukakis, the much needed initial finnancing can provide Capitol for small Business and other manufacturing and commerical developments whithin the Corridor.

It is the Consensus of the Roxbury Civic and Industrial Foundation and small Business Firms such as the Boston Tops, that this project will be viewed Nationwide as an example of the positive Rebuilding of an inner City which will greatley Benefit not only it's Suburban neighbors (Because of the transportation Elements) but the entire Northeast Region on the whole.

For these reasons we wholehartedley Support and endorse the Southwest Corridor Project.

I would close this testimony on a slight metaphysical note, that the Southwest Corridor can be seen as a Corridor of Hope and Prosperity, and a link to Connect urban and Suburban Peoples into a oneness of mind and spirit for the Benefits of all

THANK YOU,
Richard C. Pierce
Director:
Roxbury Civic and Industrial
Foundation.

TELEPHONES:
AREA CODE 617
523-7301
227-3678
227-1915

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LAW OFFICES OF
PINO, BUSCONI & BONACCORSO
THREE CENTER PLAZA
BOSTON, MASSACHUSETTS 02108

JOHN A. PINO
FREDERICK A. BUSCONI
SAMUEL BONACCORSO

OF COUNSEL
FRANK L. ORFANELLO

July 22, 1976

Mr. Anthony Pangaro
Southwest Corridor Coordinator
500 Arborway
Jamaica Plain, Massachusetts 02130

Dear Mr. Pangaro:

I have been a resident of Jamaica Plain since my birth. I was born and raised within one block of the present New Haven & Hartford railroad track which runs along Lamartine Street.

I have seen the deterioration of the Jamaica Plain - Roxbury area of the city and it is my firm conviction that adequate transportation, both public and motor vehicle, would be an asset to the area and to our city in general. If an arterial road is provided I am sure that much of the traffic which now passes on secondary streets by neighborhoods which house many children will become safer places for them.

It is also my hope that Massachusetts may soon see the completion of the roadway out to 128.

May I make one admonition. I am sure that the perusal of the membership lists of many of the organizations which allege to be opposed to the building of the arterial highway will show that these organizations are made up of many of the same members. They wish to bring in light industry and more housing. I am sure that this would do nothing more but add traffic to congested streets in Jamaica Plain.

I wish also to agree with your attitude that it is time to make a decision and move on.

Very truly yours,

John A. Pino

JAP/d

Puleo

150

July 15, 1976

Gentlemen:

I urge the decision makers to hear the plea of long-time suffering residents of Jamaica Plain. We want primarily to be relieved of the burden of commuter traffic winding its way thru our modest streets. We are not of a mind to deny our streets to commuters for we are realistic and, unlike some in our midst, accept the fact that we are all commuters; however we do seek improved ways of handling the inevitable increase in vehicular traffic. An arterial street along the proposed modified depressed rapid transit is the minimal acceptable solution.

To the north a 6-lane highway (and I use the word not unadvisedly) has been approved south to Jackson Sq.; to the south 4-lane roadways branch out of Forest Hills -- and in between, like the filling of a sandwich, peanut butter crunch! Where will all the traffic go? Do the thousands of cars (and trucks) travelling to Jackson Sq. from the north or to Forest Hills from the south just stop there? or vanish? or be reduced in numbers? Let us look carefully at the magic we hope to create. Let the Sorcerer's Apprentice serve as a warning.

What is the reason for the criminal neglect of this particular area between Jackson Sq. and Forest Hills? Must we have industrial sites and housing forced on us with the attendant increase in cars and trucks and consequent decrease in liveability?

I beg you to pay particular attention to the life-long residents of Jamaica Plain and their area - give it a chance to live and breathe; give us a green-belt parkway.

Sincerely yours,

Stefana Puleo

Stefana Puleo
176 School Street
Jamaica Plain, MA 02119

151

Helen T. Quigley
23 Asticou Rd
Jamaica Plain, MA

Helen T. Quigley of 23 Asticou Rd, J.P. is opposed to the construction of an arterial highway that would in any way increase traffic noise and present level of air pollution in the Forest Hills area.

152

Chitra Raghavan
81 Washington Park
Newtonville, MA

The proposed cutback of rail services is detr mental and negates the effort of the Environmental Protection Agency to curtail the number of cars driven into the city. The present rail service is beneficial to all its present riders who depend on it daily. The lives of these communters will be rendered miserable morning and evening having to fight Boston traffic when they can ride a train that is efficient and for a train lover a joy.

Redd

NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE

451 Massachusetts Avenue • Boston, Massachusetts 02118 • 267-1058

SOUTHWEST CORRIDOR TESTIMONY----------JULY 15, 1976

EDWARD REDD

NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE

451 Massachusetts Avenue • Boston, Massachusetts 02118 • 267-1058

GOOD AFTERNOON, MY NAME IS EDWARD REDD. I AM HERE TODAY TO TESTIFY AS A RESIDENT HOMEOWNER RESIDING AT 15 KENILWORTH STREET, ROXBURY, AN AREA DIRECTLY AFFECTED BY THE DEVELOPMENT OF THE SOUTHWEST CORRIDOR, AND AS THE EXECUTIVE DIRECTOR OF THE BOSTON BRANCH N.A.A.C.P. FOR THOSE OF YOU THAT DO NOT KNOW N.A.A.C.P. STANDS FOR THE NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE. IT IS THE OLDEST CIVIL RIGHTS ORGANIZATION IN THE WORLD DEDICATED TO THE FULL RESTORATION OF EFFECTED PEOPLES' CIVIL RIGHTS AND A MORE PARTICIPATORY AND EQUITABLE SOCIETY FOR ALL. THROUGH OUR MEMBERSHIP NUMBERING IN THE THOUSANDS, IT REPRESENTS BOTH BLACK AND WHITE CITIZENS OF THIS COMMONWEALTH, MANY DIRECTLY AND INDIRECTLY AFFECTED BY THE DEVELOPMENT OF THE SOUTHWEST CORRIDOR.

FIRST OFF I WOULD LIKE TO THANK THE SECRETARY OF TRANSPORTATION, FREDERICK SALVUCCI AND OTHER MEMBERS OF THE HEARING BOARD INVOLVED IN RESCHEDULING THIS HEARING ORIGINALLY SCHEDULED FOR JUNE 22, 1976 TO ALLOW MANY OF US CONCERNED SUFFICIENT TIME TO STUDY AND EVALUATE THE TOTAL IMPLICATIONS INVOLVED IN THE DEVELOPMENT OF SO GARGANTUAN AN UNDERTAKING AS THE DEVELOPMENT OF THE SOUTHWEST CORRIDOR. I WOULD ALSO LIKE TO THANK MR. ELBERT BISHOP AND OTHER MEMBERS OF THE SOUTHWEST CORRIDOR LAND DEVELOPMENT COALITION, INC. FOR THE EXCELLENT WORK THEY HAVE DONE IN KEEPING ABREAST OF ALL THE TECHNICAL INFORMATION INVOLVED IN THIS PROJECT AND FOR THE SUPERB JOB THEY HAVE DONE IN KEEPING THE COMMUNITY SUFFICIENTLY INFORMED OF THE PROJECTS' DEVELOPMENT IN A LANGUAGE EVEN A LAYMAN LIKE ME COULD UNDERSTAND.

BACK IN 1972, FRANCIS SARGENT BECAUSE OF COMMUNITY PRESSURE DECLARED A MORATORIUM ON THE SOUTHWEST CORRIDOR. WE WERE CONVINCED THAT A PROPER STUDY HAD NOT BEEN DONE, THE LAND COULD BE USED FOR MORE PRODUCTIVE PURPOSES AND FOR WHAT THEY HAD PLANNED THE IMPACT ON THE NEIGHBORING COMMUNITIES WOULD HAVE BEEN TOO SEVERE. WE ARE OF THE OPINION NOW THAT IF DONE PROPERLY THE SOUTHWEST CORRIDOR CAN BE A PLACE WHERE PEOPLE CAN LIVE, WORK AND DO BUSINESS. IT PRESENTS A UNIQUE OPPORTUNITY THAT CAN BECOME THE MODEL OF URBAN LIVING IN THE FUTURE. IT WILL BRING POSITIVE BENEFITS TO ALL OF US IN BOSTON AND THE METROPOLITAN REGION BUT I CAUTION ONLY IF DONE PROPERLY. FOR THE SOUTHWEST CORRIDOR TO BE DONE CORRECTLY IT MUST BE BUILT IN THE PROPER CONSTRUCTIONAL MANNER AND WITH THE NECESSARY MINORITY INVOLVEMENT IN ALL PHASES OF ITS DEVELOPMENT. SINCE 75-80% OF THE DEVELOPMENT WILL TAKE PLACE IN ROXBURY AND JAMAICA PLAIN, THE PROPHETIC CONCERN OF THESE RESIDENTS SHOULD BE LISTENED TO TO AVOID UNNECESSARY CONFLICT IN THE FUTURE. GOD KNOWS BOSTON NEEDS NO MORE CONFLICT THAN WE ARE NOW EXPERIENCING. OUR CONCERNS ARE FEW.

(AS I UNDERSTAND IT WHILE) A PARTIAL DEPRESSION OF THE ORANGE LINE, AMTRAK AND COMMUTER RAIL THROUGH THE CORRIDOR MAY BE LESS EXPENSIVE ~~TO BUILD THE PROJECT~~ INITIALLY, BUT UNLESS THERE IS FULL DEPRESSION OF THESE TRACKS THE EFFECT ON OUR COMMUNITY WILL BE DEVASTATING. TO SAVE A FEW DOLLARS IN THE BEGINNING IS NOT SOUND BUSINESS JUDGEMENT IF IT WILL COST US ALL MORE IN THE LONG RUN. THIS DEVELOPMENT WILL ONLY BE ACCEPTABLE SINCE ~~AS I HAVE SAID 75-80% OF THE PROJECT IS TAKING PLACE IN THE MINORITY COMMUNITY~~ ONLY IF THE TRACKS ARE FULLY DEPRESSED TO

NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE

451 Massachusetts Avenue • Boston, Massachusetts 02118 • 267-1058

AVOID ANOTHER BARRIER BETWEEN OUR NEIGHBORHOODS. I'M SURE WE HAVE THE TECHNICAL EXPERTISE TO ACHIEVE THIS AT MINIMAL EXPENSE, AND ONE DOES NOT HAVE TO BE A TECHNICAL GENIUS TO UNDERSTAND TRAINS OUT OF VIEW AND NOT OBSTRUCTING THE COMMUNITY WILL GREATLY ADD TO LIVABILITY OF THE AREA. ADEQUATE REPLACEMENT SERVICE MUST BE PROVIDED AND RESIDENTS MUST BENEFIT FROM THE PROJECT THROUGH JOBS, INCOME, CONTRACTS AND INFLUENCE OVER FUTURE DEVELOPMENT.

THIS IS VITALLY IMPORTANT SINCE THE SOUTHWEST CORRIDOR IS POTENTIALLY THE SINGLE MOST IMPORTANT PROJECT TO FACE THE CITY AND STATE IN THIS CENTURY. SINCE CONSTRUCTION EXPENDITURES WILL TOTAL more than 540 MILLION dollars AND WILL PROVIDE APPROXIMATELY 18,000 JOBS, APPROXIMATELY 2400 PERMANENT JOBS, NOT TO MENTION THE JOBS, MONEY AND DEVELOPMENT RESULTING FROM PRIVATE DEVELOPMENT EXPECTED IN THE AREA ADJACENT TO THE CORRIDOR ~~[illegible]~~ A GOOD FAITH EFFORT BE PUT FORWARD AND REALIZED TO INCLUDE MINORITIES. Because CONSTRUCTION UNIONS HAVE FAILED TO MEET MINIMUM MINORITY OBJECTIVES DESPITE FEDERAL AFFIRMATIVE ACTION PLANS AND BECAUSE OF THE HIGH RATE OF UNEMPLOYMENT NOW PLAGUING THE BLACK COMMUNITY. IN BOTH CAPACITIES I REPRESENT HERE TODAY I SUPPORT A SET ASIDE OF 30% OF THE DOLLAR VALUE OF THESE CONTRACTS FOR MINORITY CONTRACTORS WITH COMMUNITY SCREENING OF POSITIONS CREATED WITHIN THE M.B.T.A. TO IMPLEMENT THIS DEMAND. I FURTHER SUPPORT THE POSITION THAT 50% OF THE JOBS ON THE PROJECT IN THE MINORITY COMMUNITY AND 30% OF THE JOBS ON THE REMAINDER OF THE PROJECT IN THE CITY GO TO WORKERS OF COLOR.

INSERT [illegible] WITH THE CHIEF EXECUTIVE OF THE MBTA ROBERT KILEY WHEN HE SAYS WE HAVE ENOUGH PEOPLE OUT OF WORK SO LETS NOT BEGIN THIS HISTORICAL [illegible] [illegible]

A WRITTEN AGREEMENT SHOULD BE SIGNED BETWEEN ALL PARTIES CONCERNED TO INSURE ALL OF THE ABOVE AND TO INSURE COMMUNITY PARTICIPATION IN ANY FUTURE ENGINEERING, DESIGN AND IMPLEMENTATION PHASES THAT MAY OCCUR. IF THE DEVELOPMENT OF THE SOUTHWEST CORRIDOR IS TO PROCEED AND IT MUST, IT IS TO PROCEED WITHOUT UNNECESSARY INCIDENT THAN ALL OF THE US ISSUES I HAVE OUTLINED SHOULD BE IMPLEMENTED. YOUR INDULGENCE HAS BEEN APPRECITED AND I THANK YOU.

Mister Chairman.

My name is Frank Eugene Reilly, I live on Westchester Road, Jamaica Plain.

I was born in Jamaica Plain and have lived here for 73 years.

I am amused at some of the self-styled experts I have heard here, using big words, who have only lived here a few years, telling the audience, the M B T and the D P W how the Southwest corridor should be built, or, perhaps, not built at all if not to their liking.

I can remember some fe short years ago, going to the Hennigan School on Heath Street and listening to the obstuctionists talk the original plan down. The cost to the txpayer of that plan was enormous. Now, at a further additional cost, the plan has been incredibly refined and as near perfect as it can be and should be implemented with all haste.

Regardless of the nit-picking by the opponents, it will revitalize this whole part of the city and stop further urban blight.

Thank you.

Reynolds

TOWN OF NEEDHAM

MASSACHUSETTS

Office of
BOARD OF SELECTMEN

To: Executive Office of Transportation
Commonwealth of Massachusetts

FROM: Board of Selectmen
Town of Needham

Date: July 15,1976

Subject: Proposed Southwest Corridor Development -
Boston to Forest Hills

The Needham Board of Selectmen records its opposition to the approval, authorization and implementation of any portion of a permanent MBTA Orange Line inbound from Forest Hills until such time as the various transportation issues and options relating to the Needham Branch service under consideration by C.E. Maguire in its environmental impact assessment are resolved or completed.

E. Loretta Reynolds

E. Loretta Reynolds, Chairman

156 Richardson

LOWER ROXBURY COMMUNITY CORPORATION
757 Shawmut Avenue
Roxbury, Massachusetts 02119

Statement to Southwest Corridor Public Hearing - July 15 & 16, 1976

The Lower Roxbury Community Corporation* would like to thank all concerned for the opportunity to testify at today's hearing.

The L.R.C.C., a non-profit corporation established over eleven years ago, represents some 2000 concerned residents of Lower Roxbury. The first real community development corporation in Boston and, consequently, the model for many similar community development mechanisms, it has, to date, developed 263 units of housing (132 one-bedroom elderly units and 131 one- and two-bedroom small family units). We also have, in final architectural drawings, a 120 unit townhouse development which will consist of two-, three-, and four-bedroom apartments. Those units will be under construction by September of 1976.

L.R.C.C. has a long and proven record of accomplishment and commitment to the rebuilding of the City of Boston and to the many other special inner-city communities within it. No other organization of its type has made as much progress in achieving its goals. The twelve-story elderly building, the seven-story small family edifice located at Shawmut Avenue and Ruggles Street represent eight million dollars in assets.

We have, in fact, been building along with other members of the S.W.C.C. (Roxbury Action Program, Community Development

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*hereinafter referred to as L.R.C.C.

Corporation of Boston, Greater Roxbury Development Corporation; just to mention a few of the more than fifty organizations who are members of the coalition) a "new-town, in-town," that has been no easy task and it promises to be no less difficult in the future; but we did not expect, some eleven years ago, that it would be easy.

L.R.C.C. has other plans, other goals to realize. Those milestones are tied intimately to the final disposition of these proceedings and to political and technical machinations much too complex to dwell on here today. However, the goals themselves should be borne and seriously considered by this gathering.

1. The transfer to L.R.C.C. all land that lies within this C.D.C.'s boundaries and the State's utmost assistance in the development of this land.

2. The ultimate provision of the best possible replacement service as it affects not only lower Roxbury but the entire Roxbury-South End area it would serve, in order that we may have superior access to our newly developing community projects whether residential, commercial, retail, light industrial, or institutional, and to the redevelopment of the Dudly Station shopping area.

3. Improved service and physical design in the new stations which will accommodate the elderly and the handicapped and which will be secure for all people.

4. The provision of covers (platforms, decks, etc.) which will close the trench and provide new development perspectives and reunite the greater Roxbury community and as well as with its Jamaica Plain neighbors.

5. Promotion of the clearest strategies to exploit the most excellent land development opportunities this city has ever possessed (land-banking, air rights, green belts, etc.) and insure and enhance the total development opportunity for community-based development operations. This would include but certainly not be limited to the Community College, the High School Complex (which includes Campus High, the Occupational Resource Center, and potentially, Performing Arts High School, as well).

6. First the protection and then the reconstitution of Mission Hill and Extension, Bromley-Heath and Whittier Street.

We support without exception the positions outlined by the Southwest Corridor Coalition (in some cases we have gone beyond those positions) in its testimony and would again like to thank you for your attentiveness and concern.

We look forward anxiously to the jobs,to the development opportunities, to the progress, to, ultimately, a mutually arrived at "master plan" that will serve all our best interests and minimize the worst and most narrow anxieties.

John J. Riley
22 Asticou Rd
Jamaica Plain, MA

John J. Riley of 22 Asticou Road is strongly opposed to the proposed arterial highway.

Mary Riley
22a Asticou Rd
Jamaica Plain

I am opposed to the construction of an arterial highway that would increase the traffic at Forest Hills.

Karl F. Robash

Roslindale, MA

Dear Sirs:

I wish to express my support for the new Orange Line proposal. I believe it would be an asset for the communitys involved.

160 Robinson

TO THE SOUTHWEST DEVELOPMENT COORDINATOR 34

I have a three story, brick apartment house, six rooms in each apartment, at 17 Blackwood St. Boston, the last house on the right hand side of the street, in close proximity to the railroad tracks. In fact, I believe my house and the one on the next street, Albemarle are the only two houses in the area practically adjacent to the railroad tracks. Rooms affected are two bedrooms, dining room, bathroom, ~~kitx~~ kitchen of each apartment, now beautifully sunlit rooms facing the tracks.

I have attended most of the meetings at which long sessions were held to try to eliminate or reduce the deafening, noise and vibrations which inevitably will occur when the passage of 80 trains per day is increased to 800. I greatly appreciate the long hours and effort Mr. Kruckemeyer and engineers have spent trying to lessen the noise by the erection of a 6foot wall, which is to extend no higher than the sill of the window of the first floor apartment, but with all due respect to the expertise of architects and engineers, I am most apprehensive that the erection of such a wall will eventually loosen the foundation of the house. Already, through the course of years, because of the movement of trains, I have seen indications of the structure weakening from cracks in the

walls and ceilings and the masonry on the exterior front of building. Another important fact is the basement rooms now lighted will be darkened and ~~will~~ therefore must be artificially lighted, because of the wall.

Also there have been numerous problems of plumbing, exterior drainage, sewer conditions that have been very costly because of the fact that the house is the last one on that side of the street; therefore receiving the brunt of the sewer problem. The City of Boston Sewer Department can testify to this fact, for in the course of years that Department constructed for me two man holes to alleviate conditions.

Now, one certainly can little afford to overlook the human element in this proposal. The constant impact of trains and commuter rail will in the course of time take their toll on the tenants. Conversation within the apartments and over the telephone, rest in the daytime, sleeping - all obviously will be affected! Also let us not forget the fact that conditions of this type induce physical impairment of the nervous system.

Although I am cognizant of the altruistic advantages of transportation and employment that may be derived from the Orange Line Plan, I am nevertheless vehemently opposed to it from, as one might say, a selfish point of view. First, a major undertaking of this kind will eventually lead to increased in-

surance rates and taxes for the owner and, secondly, inescapable property deterioration, and lastly that which is worse a loss of income on the owner's life time investment.

On the other hand, the owner will be vulnerable or liable to the extent that the apartments are rented to the tenants in their present condition, and subsequently with the proposed changes, the owner will have been found guilty of breach of contract.

Finally, the Orange Line Advocates have offered no guarantee to protect the owner's losses should any of the aforementioned conditions prevail.

(Signed) Katherine N. Robinson

Katherine N. Robinson (Owner)

9 Braddock Park

Boston, Mass. 02116

July 15, 1976

Femke Rosenbaum
11 Clive Street
Jamaica Plain, MA

I live 2 blocks from where the arterial road would be. I have collected ± 200 signatures to oppose the road. If I had more time I would have had more! The vast majority of the people in our neighborhood does not want the road. Reasons: too much noise, too much pollution - great increase of traffic on streets perpendicular to the arterial. We all know that there is no benefit for us in this road.

We are homeowners who feel committed to the neighborhood. We want our children to grow up in a healthy environment (as far as that's possible in an inner city). We will do anything we can to stop the road. Although we'd much rather spend our time playing with the neighborhood children than trying to fight authorities, we are organizing a big fun fair at the Lamartine playground to focus on a positive use of the land, something we can all benefit from. People in our neighborhood have too little land already, too much noise already. I wish this whole thing about building highways through our neighborhood would be over with. We are looking forward to good transportation downtown. A totally depressed railway would be the best thing for us.

STATEMENT OF ROBERT R. RUDDOCK, DIRECTOR, METROPOLITAN AFFAIRS, GREATER BOSTON CHAMBER OF COMMERCE, IN SUPPORT OF THE SOUTHWEST CORRIDOR RELOCATION OF THE ORANGE LINE. JULY 15, 1976

My name is Robert Ruddock. I am Director of Metropolitan Affairs for the Greater Boston Chamber of Commerce. On behalf of the Chamber's Transportation Committee, I would like to present this statement for the record.

The Southwest Corridor has been under discussion in one form or another for the past twenty-five years. The Capital Grant Application for the Orange Line Relocation appears to be the project which will finally utilize this corridor. In this project there is a great potential for real transportation benefits as well as economic advancement for contiguous neighborhoods and the City.

In March of 1975, the Chamber spoke in favor of the MBTA's capital grant application to complete the South Cove Tunnel. In our statement we indicated that this request represented the MBTA's commitment to a new alignment of the Orange Line of the Southwest Corridor is a high priority transportation project for the Boston community.

The Chamber supports the MBTA's capital grant application for relocation of the Orange Line to the Southwest Corridor. The grant request of $313 million from the federal government, and the MBTA share of $78 million, represent a huge construction project with sizable economic benefits to the City, region and state, both directly and indirectly. The current Washington Street elevated structure is in serious condition. It is an obsolete blight on the City. In

addition, it is becoming more burdensome to operate. The relocation of the Orange Line to the Southwest Corridor offers greatly improved service, with nine stations, including a new Forest Hills Station, as well as a new Back Bay Station. These would accomodate six, 65 foot cars on the rapid transit tracks. In addition, there are user benefits and environmental and urban development benefits resulting from the relocation.

Relocation of the Orange Line to the Southwest Corridor permits great flexibility for further service. Indeed, the new alignment to Forest Hills will eventually lead, we believe, to mass transit service to Route 128. Our support for the Orange Line relocation is based on the importance of improved rapid transit service to this heavily populated and currently under-serviced corridor.

The inclusion in the corridor of three tracks for commuter rail, as well as the funds being spent on improvements to the Midland Branch to accept rail service during construction, raises the question of continued commuter rail service to this corridor. We understand that these questions have not been fully decided; and that further hearings will be held in the fall. We would like to participate in those hearings.

The Southwest Corridor has had a tortured history. We believe the Orange Line relocation will be the positive step necessary from a transportation viewpoint, as well as from an urban development perspective to revitalize this area of our City. We hope this will move forward with all deliberate speed.

We also hope that we may work with you on the plans for this corridor, as well as on future transit projects for the metropolitan area. Thank you for the opportunity to present this statement.

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SHAUGHNESSY CRANE SERVICE, INC.

346 D STREET • SOUTH BOSTON, MASS. 02127 • TEL. 268-3000

June 15, 1976

Mr. Anthony Pangaro
Development Coordinator
Southwest Corridor Development Project
Executive Department
8 Asticou Road
Boston, Mass. 02130

Gentlemen:

We at Shaughnessy Crane Service, Inc. fully support the Southwest Corridor Project involving relocation of approximately five (5) miles of the Orange Line from South Cove to Forest Hills.

Very truly yours,

SHAUGHNESSY CRANE SERVICE

Tom Ryan

Tom Ryan
Crane Manager

TR/ic

164

Kenneth G. Ryder
President

June 22, 1976

Mr. Anthony Pangaro
Southwest Corridor Development Coordinator
The Commonwealth of Massachusetts
8 Asticou Road
Boston, Massachusetts 02130

Dear Mr. Pangaro:

Northeastern University is in favor of the Southwest Corridor Project with all of its current elements -- the railroad improvements, the relocated MBTA Orange Line, and the arterial street. It is most essential to provide improved public transportation for the city.

Northeastern is strongly in favor of the depressed rail/transit option from Camden Street to Forest Hills. It would greatly increase the benefits and reduce the disadvantages associated with the Project. The reduction in the noise level would be advantageous to both the neighboring residential community and to the University campus with its many educational activities near the railroad. There would be many other advantages such as reduced air pollution, greater usefulness of space adjacent to the tracks, opportunity to plan for the integrated development of space on each side of the tracks, greater amenity for the existing neighboring community and creation of a zone with greater appeal to investors interested in developing expanded housing or commercial properties for the benefit of the city.

During the period of construction Northeastern University will face problems of accessibility because a substantial amount of its parking will be lost when construction begins -- several years before the improved transit service will be available. This problem has been recognized in conferences between university representatives and public officials planning for the Project.

In making this endorsement of the Southwest Corridor Project, Northeastern is assuming the continued understanding and cooperation of public officials so that the disadvantages will be reduced to a minimum. Steps have already been initiated to minimize the University problem of accessibility and parking during

Northeastern University

360 Huntington Ave., Boston, Mass. 02115

Mr. Anthony Pangaro
continued

the construction period, and the University looks forward to working out the necessary details with the appropriate public officials so that it can continue to function in a reasonably normal manner while construction is taking place.

When it is completed, the Southwest Corridor Project will provide improvements in transportation and public transit which will be very important to the future of the community, the institutions in the area, the City of Boston, and its metropolitan area.

Sincerely,

Kenneth G. Ryder
President

KGR:gwl

Kenneth G. Ryder

165

82 DEVONSHIRE STREET, ROOM 608
BOSTON, MASSACHUSETTS 02109

July 13, 1976

State Diagnostic Laboratory
305 South Street
Jamaica Plain, Massachusetts

Gentlemen:

As one who rides the local commuter train from Boston to Needham Junction quite regularly, and as one who appreciates the service that is being rendered, I do hope that a plan can be worked out that will enable you to maintain that service for the many citizens from Needham to Boston that use it at the present time.

Very respectfully yours,

Leverett Saltonstall

LS/aw

Stephen J. Saunders
219 Blueledge Drive
Roslindale, MA 02131

I wish to voice my opposition to any plan whereby the service between Forest Hills and Needham would be reinstated as rapid transit. To me, it would not be economic to spend millions of dollars to gain the ridership of a few thousand people. Before too long, because of high expenditures and low returns, the MBTA would be forced to raise fares on all lines to cover their losses.

It should also be realized that a great number of people currently riding the Needham Local would refuse to patronize a rapid transit. After all they have the option to ride it now, but they would rather pay a bit more to ride commuter rail. If the decision is made to install rapid transit, these citizens will most likely form carpools and eliminate the use of the MBTA altogether.

Unfortunately, the Needham Local has been grossly neglected over the years. Shelters are falling down and the rails rise and fall up to five inches at places when the train passes. The money would be better spent if it were used to replace and upgrade roadbeds and station facilities.

Eleanore Silverman
11 St. Charles

Would like to see the road bed covered over at the area of Back Bay Station to South Cove. Less of an eye sore in the city. No different from the mistake of the Central Artery which now has to be depressed.

TO THE OFFICIALS PRESIDING AT THE MBTA AND MDPW PUBLIC HEARING ON THE CAPITAL GRANT APPLICATION FOR RELOCATING THE ORANGE LINE.

Sir:

My name is Thomas L. Small. As a commuter from Dover to Boston I rely heavily on the Needham line train service. I wish to register a strong objection to the plan calling for elimination of train service between Needham and Boston.

Residents of Dover once had commuter rail service extending beyond Needham to locations far more convenient of access. That was taken away many years ago. The history of rail commuter service in this Commonwealth reveals that however much train service is needed and wanted by taxpaying citizens their needs and wishes are ignored by the public officials whose salaries they pay.

All train service to Cape Cod was discontinued many years ago. More recently, train service between Framingham and Worcester was discontinued. Twenty years ago it was possible to travel on the trains to Hartford, Connecticut. That service is long gone. And now they want to take the Needham line away from us.

It is time for the juggernaut of bureaucracy which wishes to eliminate our train service to be stopped.

T. L. Small

THOMAS L. SMALL

Dover, Massachusetts

July 1976

I, Mark L. Small, a resident of Sharon wish to register my protest against any plan which will curtail railroad service on the lines presently existent in the Southwest Corridor. I would like, for the purpose of making it a matter of public record to read an editorial which appeared in the Patriot Ledger of June 21, 1976. This editorial endorses the retention of commuter rail service on the Needham line.

Mark L. Small

136 South Main Street
Sharon, Mass. 02131

Needham Rail Line

Commuter rail, and not rapid transit, should be the future of the Needham branch.

The state plans to close the present commuter rail branch to Needham in about two years for at least four years. The temporary halt in service is necessary because the main line from Forest Hills to intown Boston will be shut down for construction of a new transit and railroad corridor.

During the years the Needham branch is out of service, the state plans to rebuild it either as an upgraded commuter rail branch into Needham or as an extension of the transit line from Forest Hills to Route 128. State Transportation Secretary Fred Salvucci said the decision will be made late this summer.

The question of which type of rail service would be best for the branch is difficult. The branch serves the Boston communities of Roslindale and West Roxbury, whose residents would benefit from a single rapid transit ride into the downtown subway. But Needham commuters have made it clear they want direct service to Back Bay and South Station, and not a dozen stops at transit stations in Boston.

There is an increasingly vocal concern in West Roxbury about potential safety problems at rapid transit stations planned for Roxbury where the Forest Hills El suffers from a high crime rate. It is perhaps distasteful for planners and elected officials to face up to this concern, but it is nonetheless very real.

The overriding argument in favor of commuter rail rather than rapid transit for the branch is cost. A rapid transit extension carries a price tag well above an upgraded commuter rail line, and would cost as much as $2 the MBTA than a $35-million upgraded commuter rail line. With the state now planning a major garage where the Needham branch crosses Route 128 whether the branch remains commuter rail or is converted to transit, the figures would be closer.

From the state's own analysis, it does not appear rapid transit would attract even close to the additional number of passengers necessary to justify its high costs. An investment in a transit extension could prove an irreversible extravagance.

But a commuter rail line could at some point in the future be electrified should the number of riders warrant it. And for the near-term, a commuter rail line would have transfer stations with the new Orange transit line at Forest Hills, Northeastern University and Back Bay, allowing ready access to the MBTA subway.

Mr. Salvucci has said the best way to guarantee that some sort of rail service will be restored on the Needham branch is for a resolution of the commuter rail versus transit question this summer. Agreed, and the best way to guarantee that the Forest Hills to downtown portion of the Southwest Corridor plans does not get bogged down in a debate over the Needham branch would be a speedy decision in favor of commuter rail.

The Patriot Ledger

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The Patriot Ledger, Mass., June 21, 1976 3

To Whom it may concern
I was rather nervous, I would like completely understood that I want a full depression on the transportation line + no arterial Road.

Thank you
Dawna L. Smith

E.I.R.

How Will "Modified Depressed" Route Affect The High School Site? Will Sufficient Space Be Available On [redacted] Call Street Side (of School) To Permit Walkways? Recreational Space? Will Proximity Of Route To School Allow Noise Barriers To Be Erected? Since StoneyBrook Area Has The Original Stream By Which It Got It's Name, How Will Construction Affect Drainage In This Area? Problems Now Exist, Will They Be Accentuated? Are New Sewer Interceptors Contemplated? Will They Be Constructed Before The "Modifiged Depressed Route" In The Event Of A Thermal Inversion What Will Be The Level Of Nitrous Oxides Or Hydrocarbons In The Corridor? Will They Approach Or Reach Harmful Levels? Toxic Levels?

SAFETY

Since The Proposed Route Will Split J.P. How Will This Affect Police And/or Fire Protection? During Construction Will There Be Sufficient Cross Streets To Enable Apparatus To Service All Sections Of J.P. Or Will

We Have A Situation Like The One We Are Now Witnessing On South St.? * After Construction What Cross Streets Will Exist? Will They Bridge The Route Or Tunnel Beneath? Whose Responsibility Will It Be To Maintain These Avenues? The State? The City? The State Maintains That Traffic On Amory & Lamartine St Will Be Reduced, Will Existing Cross St Traffic Be Reduced Also? No!! Traffic On Green & Boylston Sts To Just Mention Two Will Increase Posing A Hazard To All Of Us But Specifically To The Handicapped, The Aged, & The Young. Why Do We The Residents Of This Community Have To Accept Such Conditions? We Don't! There Are Alternate Routes (Which Already Are Of Adequate Size) To Handle This Traffic Columbus Ave To Seaver St To Blue Hill Ave Is A Prime Example. Further Work Could Be Done On These Streets To Improve ~~Them~~ & Modernize Them. Not Only Is This An Existing Route It Is Also A Much Cheaper One To Follow. * Finally I Would Like To Call For A Voting Process To Be Initiated, With All People Of J.P. 18 Yrs Or Older Being Allowed To Cast A Vote

The Results Of This Balcotina Will Reflect The Desire Of All J.P. & I Further Call Upon The Commonwealth To Complete This Task Before Any Further Studies Are Started Or Any Existing Ones Completed. The People By Showing Thru The Democratic Process What They Wish, Will Then Call Upon The Commonwealth To Either Complete The Road Or Stop All Further Studies Of The Road In J.P. And Accept The Fact That They Must Use An Alternate Route

DAWN Smith
50 Burnett St.
J.P. MASS.

Nate Smith
125 Amory St.

Dear Sir:

You may recall, I was one of the concerned citizens in Hyde Park who participated in the planning stages (along with the other local residents during the meetings for elderly housing, along the I-95 area).

A number of us felt that you showed a keen sensitivity to the community, demonstrated by your continued encouragement of broad community participation and informed research of relevant facts concerning Summer St.

At present, I live at 125 Amory St., and quite a number of my acquaintances here have expressed great concern on two major projects that will seriously affect the quality of our daily lives here. One of the projects involves the plans for the MBTA, and I join them in urging you to consider and work for the depressed route in order to minimize the noise we shall be subjected to. You know, of course, that in addition to elderly, the Amory residents include quite a few seriously handicapped persons, as well.

The second project deals with the proposal for the Artertial St., directly behind our building. We anxiously urge you to use some - even most of the available funding for improving T service to and from the Amory building.

Currently, none is available after 4:30 p.m. anyday; nor is there any service at all on Sundays.

In addition, the area will become highly polluted with noise and exhaust fumes from heavier traffic in this neighborhood because of increased usage of such a route not only by many more cars, but also large trucks, as well.

Please help us improve our lives here by focusing attention on the two recommendations mentioned here.

I feel confident we can count on you.

P.S. I hope I will have an opportunity to speak at the scheduled Public Hearing. Thanks.

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47 Crescent Road
Needham, Mass. 02194
July 22, 1976

Anthony Pangaro
Coordinator of Southwest Corridor Project
8 Asticou Road
Jamaica Plain, Mass. 02130

Dear Mr. Pangaro:

The enclosed statement is to be included with the testimony given at the Southwest Corridor Project Public Hearing on July 15, 1976.

Sincerely yours,

Joel E. Solomon

enc.

July 22, 197[illegible]

I am opposed to the Southwest Corridor Project as no studies or definite porposals concerning the eventual transit plan of the outer end of the Needham Branch has been made.

During the construction period the commuter rail service would be greatly disrupted, especially for those people who use Back Bay Station. The construction time will probably prove to be far longer than the time estimated and a drop in the number of rail commuters and an increase in automobile traffic for the streets of Boston will occur.

I oppose the suspension of commuter rail service to Needham during the construction phase. The proposed temporary service will prove unsatisfactory and will result in a great decrease in the Needham ridership. Once people leave public transportation for their cars it is hard to win them back.

There are no adequate plans proposed for substitute service for the people of the South End, who presently use the Orange Line, many of whom are totally dependent on adequate public transportation.

The full and modified depression plans propose complex engineering problems due to the proximity to the Stoney Brook Culvert. The depressions would be prone to flooding by natural causes and breaks in water pipes. A stoppage in service for whatever reason would be more devastating with the railroad track and the Orange Line being next to eachother.

The open cut proposal makes acts of vandalism and rock throwing much easier to accomplish; thereby decreasing the safety for passengers.

The cost of this project is great. During construction, the final cost is bound to rise due to inflation. Careful thought must be taken before spending such a large amount of money.

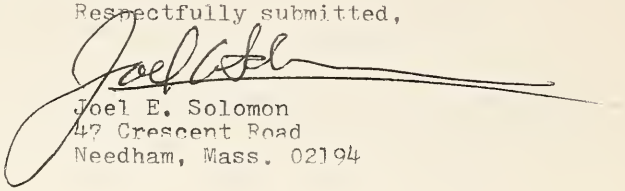
Rather than cut service on the Framinham to South Station line, the MBTA and Conrail should increase it. Instead of spending all that money from the Dept of Transportation on a relatively useless Transportation Center in the South Station area, it should divert the funds from mere buildings to rolling stock and get back to the primary business of providing transportation.

Nobody who rides that train cares what rolls along the track, so long as it rolls. Why then confine the trains that run to a huge locomotive and four heavy cars, with a staff of 5 or six men; a streetcar will do. You can run a double streetcar along that line twice in a half hour manning ~~xxx~~ each with one man, provided you install an electronic ticket taker, instead of running a huge train once. Surely the fuel consumption alone would be enough incentive.

Why should the trains be confined to commuting hours? We live in Newtonville, and even at that distance a weekend trip downtown is a production, what with the parking, the fear of car theft, the sheer hassle of driving the pike. We do it less often than we would if we could get off the train at back bay and walk the rest of the way. Why not put a streetcar on the line once an hour til midnight? Why not facilitate saturday morning shopping trips instead of forcing people into an automobile ghetto? It's time to think small in more appropriate

Throughout preliminary hearings and workshops on this project, the coordinator and other state and M.B.T.A. officials have emphasized that the bulk of the funding money comes from the Federal government. Because the funding is readily available from the federal government is no reason to construct a transportation project that would prove to be a disaster for the city of Boston and its surrounding communities.

Respectfully submitted,



Joel E. Solomon
47 Crescent Road
Needham, Mass. 02194

ways than merely cutting service.

This is your market talking to you. There are those beautifully tended tracks running from the suburbs right into the heart of Boston, on which the train can go 60 miles an hour, or at an rate beat the turnpike bus hands down, and here you are throwing away your opportunity. The story of the railroads for 25 years has been that they were running trains, not providing transportation. It's time to change that. I repeat, junk this building project around South station--it's like building a jet airport in an underdeveloped country--and buy rolling stock with the money. Retire the trainmen and engineers and invest in an electronic system to monitor your fares--maybe you can install that one city wide. Use the tracks, beef up your passenger load with buses as feeder lines, build an auxiliary station at Newton Corner and Allston/Brighton, and coordinate this transportation system, instead of throwing up your hands because the old-time ways of running trains no longer pay off.

Sincerely,

Jon Staley
81 Washington Pk
Newtonville Mass
02160

Straight
J-15

CITY OF BOSTON CONSERVATION COMMISSION / ROOM 911 / CITY HALL / BOSTON, MASSACHUSETTS / 02201

July 14, 1976

Mr. Anthony Pangaro
Development Coordinator
Southwest Corridor Project
8 Asticou Road
Boston, Mass. 02130

Dear Mr. Panagaro:

RE: Southwest Corridor Environmental Impact Analysis

The Boston Conservation Commission is in strong support of the proposed Orange Line relocation and reconstruction in the Southwest Corridor project area. This long awaited and vital project is an important step towards development of a modern and efficient public transportation system for the central city. The new Orange Line will provide the basic and essential framework for revitalizing the Southwest Corridor and for healing its scars.

There are of course a number of design and engineering considerations which must be resolved as the project progresses. Moreover, the Commission is not in complete agreement about certain project proposals and details, which we will enumerate. However, the importance of the Orange Line project and the need for it to become a reality should not be overshadowed or minimized.

The Commission has reservations concerning the proposed arterial street from Forest Hills to Jackson Square. We feel that, on balance, the costs outweigh the benefits. Space requirements for the arterial in this segment seriously limit opportunities and flexibility for redevelopment and open space.

Potential impacts of proposed construction on Arnold Arboretum lands south of Forest Hills are a serious concern. The Commission is opposed to the proposed location of green line trolley yards on a site north of the embankment, adjacent to Arboretum property and to a significant wetlands area. An alternative site for the trolley yard should be found.

Engineering planning and design for regrading of the embankment in this area must be done with extreme care to avoid or minimize adverse visual and hydrologic impacts on the Arboretum property abutting the embankment.

With respect to the discussion on open space, the Commission agrees that, although limited, there are important opportunities for expansion or creation of open space areas which should not be lost, especially in conjunction with school and housing construction in the corridor. The Commission feels that the most significant opportunity for major open space development would be the creation of a bikepath along the entire length of the corridor, and that provisions for this bikepath should be included in forthcoming planning and engineering work. It should also be emphasized that landscaping and green buffer zones, especially on berms and slopes and on narrow left-over strips of land, should be an integral part of the transportation improvements.

Finally, it is essential that construction specifications and contract documents include and detail measures, as suggested in the environmental analysis report, to mitigate potential adverse impacts, including erosion and sedimentation control to protect the Stony Brook drainage system and the Back Bay Fens; approval of sites for disposal of spoils and excavated material; and measures to ensure protection of drainage conduits, recharging of groundwater and stabilization of the water table during construction.

Sincerely yours,

Susan Straight
Commissioner

Gertrude E. Stukl

Hyde Park, MA

As a regular railroad commuter for many years, I wish to register my opposition to any curtailment of the existing train service.

ROBERT STURGIS FAIA ARCHITECT
TWO CENTRAL SQUARE CAMBRIDGE MASSACHUSETTS 02139

(617) 492-2323

14 July 1976

Mr. Robert Kiley, Chairman
Massachusetts Bay Transportation Authority
45 High Street
Boston, Massachusetts 02111

re: Southwest Corridor

Dear Mr. Kiley:

I write in support of the position of the Southwest Corridor Coordinating Committee as received by me today, including especially: "A. A full depression of all tracks through the Southwest Corridor in Roxbury and Jamaica Plain," and "B. No four-lane arterial street through Jamaica Plain from Forest Hills." I am personally sympathetic to the sections concerning minority employment.

We have been impressed by the excellent design studies carried out by Stull Associates, and they have made it clear that anything less than a full depression of the corridor will leave a barrier virtually as great as the present one. The most serious obstacle and objection is that the crossings which have the greatest potential for tying together the neighborhoods on either side will have to be "humped" in a major way, creating both physical and visual blocks.

The prohibition on the arterial street from Forest Hills to Jackson Square is consistent with the original decision to not provide a Southwest Expressway. Indeed it is an essential part of that decision, since auto commuters from outside the Jamaicaway-Arborway will seize on any road, no matter how it is designed, to take a more direct route into Boston.

It must be admitted that in the past I have accepted the Inner Belt and therefore the Southwest Expressway as part of a valid future for Greater Boston. Nevertheless, it is even more important to me that people who are subjected to the direct impacts of public improvements be given a chance to impress their concerns on the process of economic development. This has been done in an exemplary way with Tony Pangaro, Elbert Bishop, etc. and they have succeeded. There are other valid ways for the city to grow.

I hope you will give your full support to the S.W.C.C. position.

Sincerely,

Robert S. Sturgis

Robert S. Sturgis

cc: Bishop, Pangaro, Merrill

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JOHN J. SULLIVAN, INC.

MECHANICAL CONTRACTORS

June 14, 1976

Mr. Anthony Pangaro
Development Coordinator
Southwest Corridor Development Project
Executive Department
8 Asticou Road
Boston, Massachusetts 02130

Dear Sir:

I wish to go on record as stating that I strongly favor the Southwest Corridor, South Cove to Forest Hill Project.

As a business man in the area, I think it will bring the value of properties up and greatly improve the community in general.

Very truly yours,

JOHN J. SULLIVAN, INC.

John J. Sullivan
President

JJS:ed

cc: Mr. Felix J. Conti
M. C. A. P.
220 Boylston Street
Chestnut Hill, MA 02167

115 BROOKSIDE AVENUE, JAMAICA PLAIN, MASS. 02130

Tel. (617) 521-1000 P.O. BOX 218 MASS. LICENSE No. 6231

John Hancock Mutual Life Insurance Company

200 Berkeley Street
Boston, Massachusetts 02117

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Tangney

Claim Policy and Research

JULY 9, 1976

I WILL BE ON VACATION JULY 15th. BUT WOULD LIKE TO GO ON NOTICE THAT I STRONGLY OBJECT TO THE REMOVAL OF THE NEEDHAM LOCAL BRANCH OF THE R.R. I HAVE TAKEN THIS LINE FOR OVER TWENTY FIVE YEARS. IF THE SERVICE IS REMOVED I WILL BE FORCED TO DRIVE TO THE CITY. WITH ALL THE TALK OF THE ENERGY CRISIS AND THE USE OF MASS TRANSPORTATION THIS SEEMS REGRESSIVE ACTION TO ME. HOWEVER THE SUGGESTED BUS SERVICE IS NOT ATTRACTIVE.

EILEEN P. TANGNEY
39 SYCAMORE ST.
ROSLINDALE, MA. 02131

July 15, 1976

Jamaica Plain, Hyde Park and Roxbury are once again caught in a hassle over the building of a roadway. For some unknown reason, there are two groups who, for their own personal reasons, either want, or don't want this roadway.

For my part, after more than 50 years in this City, I'm tired of being a captive on the border of Jamaica Plain and Roxbury. This highway would give me, and those like me, a way out of this jungle that has been created by stupid politicians and corrupt individuals who, for their own gains, want something out of this road besides transportation.

The land has already been taken. The people have already been displaced and the traffic along the streets--that this right of way will take--is as heavy, if not heavier, than it would be if the autos and trucks could just keep moving, not bumper to bumper, as they are now.

We need this new road for many reasons. One, we need an easy access to Boston Proper and a new business climate. We must eliminate the blight of Egleston Square. This in itself will cut down some of the crime around that area. It will speed transportation around the City and we need this.

As for pollution, Boston has one of the cleanest air readings, even on a bad day, as compared with most cities in the country. What better way to cut pollution than not to have thousands of autos bumper to bumper waiting for lights in traffic.

Let's keep an eye on the MBTA to make sure the proper equipment and stations are installed so that many of these autos, which are now being used, will be left at home. They squander too much of our money on nonessentials, while cutting down on maintenance. I've asked many people what alternative they have, and all I get is--no this and no that. If there is a better way, we should have used it long ago. The longer we wait, the more confused it all becomes.

It <u>is</u> good to speak out, but when you do, be sure you have an answer to why you want something or don't want it. To just say no, to me, would seem that someone put the words in your mouth and that they are not your own.

Think about it. Especially at <u>night</u>, would <u>you</u> like to walk to Egleston?

This is my personal opinion.

Thank you.

Louis J. Tedeschi

Louis J. Tedeschi
37 Atherton Street
Roxbury, Massachusetts 02119

BOARD OF SELECTMEN
BOARD OF SURVEY

BOARD OF PUBLIC WORKS
LICENSING BOARD

Town of Canton, Massachusetts

OFFICE OF THE SELECTMEN

July 15, 1976

STATEMENT OF THE TOWN OF CANTON REGARDING
SOUTHWEST CORRIDOR TRANSPORTATION PROJECT

DELIVERED BY WILLIAM J. THIBEAULT, EXECUTIVE SECRETARY
BOARD OF SELECTMEN

The Town of Canton strongly supports the application of the Massachusetts Bay Transportation Authority for a Mass Transportation Capital Improvement Grant for the Southwest Corridor.

Our Town has been involved in the planning of this project from the very beginning of the Boston Transportation Planning Review. At that time, the Selectmen appointed Paul Lambert, our town's Transportation Adviser, as our representative to the B.T.P.R. and also for subsequent planning activities. Mr. Lambert has participated vigorously in the planning effort and has reported to the Selectmen on a regular basis.

Canton's big transportation problem is that there is not presently a good way for our citizens to get to and from Downtown Boston, and communities to the North and Northeast of Boston. While some of our citizens are clearly disappointed that all prior plans for road-building in the Southwest Corridor have been scrapped, there is general recognition that this M.B.T.A. application is responsive to our basic need for a better way to get to Downtown Boston.

At the present time, an outmoded railroad commuter service goes to two center-city locations -- Back Bay and South Station. While it is possible to reach M.B.T.A. at South Station, the transfer is not exactly an easy one, and it's certainly not a pleasant one, because of the run-down condition of the South Station area. Thus, many who should now be using the railroad as

commuters, continue to endure life in their cars on the over-crowded Southeast Expressway via the Great Circle Route from Canton.

Common sense indicates that if a better commuter service is developed, our people will use it in greater numbers. Some years ago, there was a referendum question on the importance of public transportation. Our town had the third highest percentage of support for public transportation in the entire Commonwealth. That is really something when you consider how poor the present service is.

The new plans for the Southwest Corridor will truly help those in our community who can use good public transportation. The easy transfer from rail to rapid transit at Back Bay Station makes the rest of downtown Boston easily accessible. Although we are not pleased at the prospect of losing direct service to Back Bay during the construction period, we are prepared to make that sacrifice so that the quality of life for our brothers and sisters in the inner-city communities, may be improved. We understand why the railroad embankment must come down. Our representative in the planning process not only sets forth Canton's needs, but listens to the needs of others in the process and he has reported them to me and my Colleagues on the Board of Selectmen. Thus, we are in disagreement with most of the other Southwestern Suburban communities on the embankment question. However, we think we're right because our position is one which is not bottomed solely in self-interest. To be effective, a transportation strategy must come as closely as possible to pleasing everyone.

The new rapid transit station near Northeastern University is another important plus. Because of the multiplicity of educational and cultural institutions in the Northeastern University area and the vast size of

Northeastern itself, that area seems to be inundated with an excessive number of automobiles at all hours of the day and night. The performance of the Arborway Line is disgraceful. You just can't have street cars and automobiles using the same right of way, as we do on much of the Arborway Line. That kind of service can never be any good. Rapid transit service on railroad mainline will be a tremendous improvement, so much so that even young people, oriented as they are to the automobile, will be moved to use the new service. We are looking for a very large increase in the use of railroad commuter service and rapid transit service when the two are properly fitted together as planned. Testimony from others all along the Southwest Corridor should validate that view.

For maximum benefit to Canton and adjacent suburban communities other things must also happen. We need the following as soon as possible:

1. More modern railroad commuter cars.
2. Free parking at Route 128 Station and an expansion of parking facilities there.
3. A Budd Car Shuttle Service from Route 128 to Downtown Boston on the half-hour from early morning until midnight.
4. Extension of the Stoughton Branch out to the Fall River Expressway and ultimately to the Cape.
5. As we see it, public transportation should also include the local and intercity bus industry, the motor common carrier and carpools. Thus, we continue to recommend construction of a special purpose road adjacent to the planned configuration of rails for rapid transit, Amtrak, and commuter rail service.

If this is done, we will have a transportation plan which is truly comprehensive. Just as inner-city representatives appreciate our understanding on the tearing down of the embankment, we expect them and the environmentalists to open their minds wider on the matter of a special-purpose road. We agree that the original plans for an eight-lane expressway were wrong, but we can never buy the idea of no road at all in the Southwest Corridor.

Every great plan has to have a good beginning. This M.B.T.A. Application is just that, so it has our enthusiastic support.

William J. Thibeault
Executive Secretary

John F. Morgan
Chairman
Board of Selectmen
Town of Canton

BOSTON HOUSING AUTHORITY
53 State Street
Boston, Massachusetts 02109

Samuel Thompson, Administrator
617-227-3850

June 21, 1976

Mr. Anthony Pangaro
Southwest Corridor Development Coordinator
27 School Street
Boston, Massachusetts 02108

Dear Mr. Pangaro:

I am most pleased to extend the support of the Boston Housing Authority to your efforts toward securing Federal assistance for the Southwest Corridor project. The proposed realignment of the Orange Line rapid transit service to the route now taken only by the railroad together with the related improvements to streets, and the creation of new recreational spaces and development parcels will without question positively affect the quality of life at the four BHA projects which now abut the right of way, Mission Hill Extention, Bromley-Heath-Bickford, Whittier Street and Amory Street Elderly. For too long the swath of land once labelled I-95 has continued to contribute to the isolation and negative image of the three BHA family developments which lie between Ruggles Street and Jackson Square. I look forward to working with you on some of the specific improvements proposed for the deck areas adjacent to Bromley Park and Mission Hill Extention in order to assure, in close collaboration with the residents, that the most suitable types of uses are indeed created. The real promise of substantial funding for the Corridor project now adds new hope to our efforts toward improving the lives of the 1600 families in these three projects.

The demolition of the existing elevated structure will also make life much more tolerable for the residents in our elderly housing on Washington Street and for the residents of the Cathedral development. I would only hope that adequate bus service will compensate for the elimination of the rapid transit line.

Finally, I convey the appreciation of the Authority for your efforts in working with us toward the creation of new housing for the elderly in both Roslindale and Hyde Park.

Again, as planning becomes more concrete and the focus becomes more clear I sincerely look forward to working with you and your staff toward our mutual goal of maximizing the positive impact on our housing developments of the many proposed improvements which will take place as a result of the Corridor project.

Sincerely yours,

Samuel Thompson

Samuel Thompson
Administrator

ST/SWG/cf

BOSTON HOUSING AUTHORITY
53 State Street
Boston, Massachusetts 02109

Samuel Thompson, Administrator
617-227-3850

I-6

July 15, 1976

Mr. Anthony Pangaro
Southwest Corridor Development Coordinator
27 School Street
Boston, Massachusetts 02108

Dear Mr. Pangaro:

I am most pleased to reemphasize my letter of June 21, which affirms the support of the Boston Housing Authority to your efforts toward securing Federal assistance for the Southwest Corridor and look forward to participating with other interested groups in the process of planning the proposed improvements to the transit system itself, to the access and abutting streets and to open space and recreational areas so as to achieve the maximum return on the significant investments being undertaken.

As you know, four BHA projects housing approximately 1600 families and elderly residents abut the right of way betwen Ruggles Street and Forest Hills: Mission Hill Extension, Bromley-Heath-Bickford, Whittier Street, and Amory Street Elderly. The ready availability of rapid transit service will unquestionably be of major benefit to the residents of these developments. I nonetheless would stress that the improvements to the transit system itself be accomplished with the most positive impact possible on the BHA projects adjacent to the corridor.

The most impacted of the projects are Bromley Park and Mission Hill Extension, parts of both which lie within 100 feet of the present embankment. In both cases, the Housing Authority would support an alternative which keeps the improvements to the street gradients as low as possible so as to link the Jamaica Plain and Roxbury sides of the corridor to the maximum extent feasible as well as to minimize any possible adverse environmental impacts on the projects themselves.

Specifically, at Bromley Park the engineers should make all possible efforts to keep the new street gradients at least six feet below the level of the first floor windows of the buildings along Centre Street, or no closer than existing distances,

assuming that the street itself cannot be significantly realligned further away from the most affected units. At the eastern end of Bromley Park, the Authority strongly supports an alternative which both realligns Heath Street away from the BHA buildings and which also keeps the new gradient as low as possible. Despite the addition of the transit station, to discourage Centre and Heath Streets from accommodating even more traffic than they already have, I would urge that neither street be widened. In addition, at Bromley-Heath, the Authority urges that a solution be adopted which can accommodate essential improvements to the Albert Street playground and link the present playground to an expanded recreational area on the deck which is to be constructed over the tracks. It is my understanding that these improvements can be done with UMTA funds if anything other than a full depression of the tracks is planned.

At Mission Hill Extension, every effort should be made to keep the new gradients at Ruggles Street as far away from the BHA units as possible and to make the gradients as low as possible to both minimize any adverse environmental impact on the project and to link visually and functionally the housing project with other uses to the east of the right of way. I would again ask that any street which immediately borders the project be kept at least six feet from the level of the first floor windows.

At both Bromley Park and Mission Hill Extension the accessways to the new transit stations should be improved through the addition of new lighting and functional landscaping so as to promote increased safety at the projects and at the stations. It goes without saying that the uses of the recreational areas on the decks adjacent to both projects be planned in close collaboration with the residents and with the Authority since they will be the principal beneficiaries.

I would further urge that the solution which pulls the tracks themselves further away from these two projects some 20 feet be adopted and that the use of retaining walls be minimized in favor of treatment with gradual landscaped slopes between areas of the projects and the right of way which are not adjacent to the active recreational parts of the decks and between the buildings themselves and the new allignments for Centre, Heath, and Ruggles Streets.

Representatives of Bromley-Heath and Mission Hill Extension have urged me to support a solution which depresses the tracks as much as practicable yet which frees up highway funds for improvements to the projects themselves and for other community development purposes. I appreciate your concern over the additional cost of a "full" depression which would necessitate "boat sections"; nonetheless the modified depression as detailed in the Environmental Impact Statement does not do enough to provide the visual and functional linkages between the two sides of the right of way. I would hope, therefore, that a new solution can be found which

depresses the tracks somewhat further than the "modified" scheme yet which is not so costly as to jeopardize funding for essential improvements to the access streets, the Albert Street playground, and the deck areas.

The Authority will, of course, do all within its means to secure additional housing funds for the upgrading of Bromley-Heath and Mission Hill Extension. As you know, HUD rejected our proposal for the implementation of a Target Projects Program (TPP) at Bromley-Heath in 1975. Hopefully, the proposed national housing bill will become law soon and the additional funds set aside for project modernizations will again begin to flow. I would welcome any support you could lend us in our continued efforts to leverage additional funding for the Bromley-Heath, Mission Hill Extension and Whitter Street projects. The significant investment which the city, state, and Federal governments are programming for the corridor itself can only help us in making the case to HUD that now is the time to provide substantial new funding to upgrade the investment in housing which we already have in place.

In conclusion, let me reiterate that I look forward to working further with you and with concerned residents as the engineering details begin to be formulated for specific segments of the orange line relocation. I feel confident that a solution can be found which will minimize any potentially adverse environmental impacts on the Authority's projects bordering the right of way yet maximize community development potential.

Sincerely yours,

Samuel Thompson

Samuel Thompson
Administrator

ST/SWG/vea

182 STATEMENT MADE TO PUBLIC HEARING 7-15-76 (1)
BY VIVIENNE THOMSON, PRESIDENT OF MASSACHUSETTS
ASSOCIATION OF PARAPLEGICS, REPRESENTING THEM, INC.

Construction of the new Orange Line to Forest Hills will have a significant benefit to handicapped persons, especially those in wheelchairs, who are not now able to utilize public transportation. As is well known, the elevated Orange Line today requires the ability to use stairs, thereby making use (of the system) difficult for many elderly and ambulatory handicapped and impossible for persons using wheelchairs ~~and for~~ or with certain other types of disabilities. It is estimated ~~that~~ about 4.5% of the population cannot today use public transit or has severe difficulty in doing so because of physical or mental handicaps. Continued use of the elevated Orange Line

structure will mean continued inability of these 4.5% to use public transportation.

New Federal regulations require that all newly constructed rapid transit stations must be completely accessible to all types of handicapped persons, specifically including those in wheelchairs. This means that each new Orange Line station from Forest Hills to Back Bay would be equipped with elevators or would be at-grade so that wheel chair use was possible. The new stations would also be have non-slip floors, textured platform edges, ~~elevators~~ escalators, safer stairs, better lighting, and other amenities valuable to handicapped users.

A plan is currently under ~~construction~~ development

which will allow (the) handicapped to use other parts of the MBTA system ~~besides~~ in addition to the proposed new Orange Line. Thus, wheelchair patrons boarding at one of the new Orange Line stations will be able to travel to destinations elsewhere in the system, in addition to being able to make intra-Orange Line trips. These additional destinations include 6 stations which are currently unable by a person in a wheelchair (Oak Grove, Wonderland, Orient Heights, Suffolk Downs, Ashmont, and Fields Corner), a seventh which will be accessible if a proposed parking garage and pedestrian overhead ramp is funded (Malden), two stations which will have elevators installed

as part of the Phase II Station Modernization Program (Park and Washington), and other new stations to be built on other proposed new extensions (Red Line (north) to Alewife and south to South Braintree, and Blue Line to Lynn). After all four proposed new extensions are built and the Phase II Modernization Program is completed and including Malden and the presently accessible stations, a grand total of 43% of the MBTA stations handling 50% of all projected future station boardings will be usable by persons in wheelchairs. Needless to say, this combination of programs resulting in partial accessibility of the MBTA system would be of great value to all

handicapped persons and to others who for diverse reasons want to use an elevators instead of climbing up and down stairs. If this plan can be implemented, Boston will be the first city in the country to affect any substantial improvements in an existing subway system to make it accessible to the handicapped.

The importance of the new Orange line south to this plan for partial accessibility cannot be overemphasized. The new line will provide a total of ten (10) new accessible stations amounting to about 40% of all accessible stations in the future plan. Were the new line not constructed and were the present elevated structure to be

used indefinitely into the future, handicapped people will suffer a serious set-back in their efforts to achieve the mobility which others take for granted. Despite years of fighting and pleading, handicapped persons have been unable to achieve any degree of accessibility in existing subway stations. It is only with new construction that change has come, as witnessed by the complete accessibility to wheelchair users of both BART in San Francisco and METRO in Washington D.C. Thus, handicapped people support this application of the MBTA for funds to construct this new transit line.

Vivienne S. Thomson
15 St. Rose Street
Jamaica Plain, MA

I want to see the construction of the Orange Line to Forest Hills as any new construction has to be made accessible to the physically handicapped.

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Colourpicture Realty Corporation

76 Atherton St.
Boston, Massachusetts 02130
JA 2-6300

June 21, 1976

POSITION OF COLOURPICTURE REALTY CORP. REGARDING
THE SOUTHWEST CORRIDOR TO WHICH WE ARE AN ABUTTER
IN THE AREA DESIGNATED AS JACKSON SQUARE TO FOREST HILLS

Good transportation routes for trucks, cars and public conveyances are the arteries and veins through which the economic life blood of any modern urban society flows. These facilities must keep up with the times so that the city, its people; its commerce and industry; its medical, religious and educational institutions; and its cultural and social activities can stay healthy.

While Eastern Massachusetts and the Greater Boston area have made tremendous strides in redevelopment during the past twenty years, virtually no progress has been made in the Southwest portion of our city. As a result, in this area we find industry and commerce winding to a halt, jobs becoming more scarce, crime and violence more prevelant, while properties are being neglected and property values are becoming depressed.

We feel that this situation can be corrected and the area can be improved for the benefit of all segments of the community. We are in favor of and endorse any or all of the following projects:

1. Relocation of the Orange Line and subsequent removal of the elevated line from Washington St.

2. Extension of the Orange Line to Needham Center.

3. Significant improvement in the flow of street and arterial highway traffic the entire length of the "Southwest Corridor".

4. Rezoning and redevelopment of the land adjacent to and abutting as much of the corridor as possible for commerce and industry.

In our opinion, item #4 above is the crucial problem. If commercial and industrial areas could be established as buffer zones between transportion trunk lines and residential areas, we would...

1. Improve the quality of life in our neighborhoods.

2. Have available attractive land for commerce and industry, thus providing jobs in our cities where needed.

3. Solve numerous environmental problems.

4. Reduce construction or developmental costs for highways and other transit lines because the planners could approach each area--be it industrial, commercial or residential--to satisfy its particular needs while developing the project. By so doing, we feel that site work and land damages would be minimized.

We urge the Community, City, State and Federal Government to join forces NOW - not in two, five or ten years - but NOW. Save the Southwest section of Boston. Save it from decay and abandonment. Make it a good place to live and work. Make it a place with a future.

Very truly yours,

Alan J. Tichnor

lq

Alan J. Tichnor
President

185

Peter

hope
hispanic office of planning and evaluation, inc.
14 somerset street boston, massachusetts 02108
telephone: (617) 723-5630

July 15, 1976

Mr. Anthony Pangaro, Manager
Southwest Corridor Project
Massachusetts Bay Transportation Authority
500 Arborway
Jamaica Plain, Massachusetts 02130 Letter No. 215-76

Dear Mr. Pangaro:

Our review of the Environmental Impact Assessment and the Capital Grant Application for the Southwest Corridor Project and our conversations with you, your staff, and other involved parties revealed some of the potential impacts of the proposed project on the neighboring Hispanic population nuclei. In stating our support of the Southwest Corridor Project, we also want to take the time to communicate our main concerns with the expectation that firm agreements will have been reached by the time the grant is finally approved.

The proposed project calls for, among other things, a new modified-depressed rapid transit Orange Line to replace the existing Elevated on Washington Street. We favor and would prefer to see a fully depressed tunnel as the alternative with the lowest level of negative environmental impacts. However, we will support any modified-depressed option that guarantees that the land fill will be smooth enough and landscaped where necessary so as not to present a divisive barrier between the neighborhoods on both sides of the existing embankment. We look forward to a settlement of this issue.

Also, we are aware that commitments have been made on the development of replacement and/or new mass transportation services to the neighborhoods affected by the loss of eleva-

ted service. Part of our rationale to support the Southwest Corridor Project is based on a belief that commitments to replace and/or improve services in the affected neighborhoods will be honored, that the transfer/connection function of Dudley Station will be preserved in the Lower Roxbury area and that a high degree of access will be maintained for the benefit of business activity currently located at Dudley Station.

The filling of land depressions along the route of the Penn Central embankment includes filling terrain around Tremont Street as far as approximately one and one half blocks away from the existing (and to be removed) embankment on the Mission Hill side. The immediate Tremont Street abutters to the embankment are merchants who will have to be relocated because the land fill will cover the sites of their businesses. As you know, these merchants will not oppose the project in its modified-depressed form if their conditions for a smooth relocation and continuation of business in the neighborhood are met. As some of them may be communicating at the public hearing today, they are concerned about their entitlement to relocation benefits and about the kind of agreement that may be worked out to allow them to relocate when necessary without permanently closing doors. They also want an agreement that will give them top priority in taking advantage of the redevelopment of the corridor and the availability of new commercial space when it is ready.

The Tremont Street Hispanic merchants are looking for an agreement that will allow them to recoup the investments they have made on the property they now rent as well as cover the expense of relocating to, and refurbishing a new locale. One merchant may close his doors and opt to have his business completely bought. These items fall well within MBTA relocation benefit guidelines. However, some problems may emerge in instances where improvements have been made without proper records being kept of them. We expect that an exhaustive attempt will be made to identify and equitably estimate the cost of these improvements so that small businessmen with a successful business experience will not be penalized for not having been able to keep records at an expected level for lack of resources or technical expertise and experience.

In addition, these merchants expect to be given top priority to relocate to new commercial sites on the vicinity of the new subway station. They expect a written commitment from the MBTA on this matter. We expect that they will be given such a commitment so that if these business ventures fail to materialize in the future, it will be because the businessmen

were not interested in-or capable of pursuing-them and not because the MBTA presented an obstacle to them. We should all be aware that the Capital Grant Application states that "the station (Roxbury Crossing) would include commercial space along Tremont Street, and an effort will be made to relocate existing commercial tenants that will be displaced by the project to this space". This space does not appear in any of the drawings of the station because the drawings do not show enough detail. It is obvious that space could and should be provided in the area adjacent to the station. Therefore, we are requesting a specific MBTA policy response to the question of this kind of development including a statement as to who would be responsible for overseeing the development of this parcel. This statement should mention guarantees that development and relocation commitments would still be honored in case the MBTA rescinded or transferred its development rights to other agencies such as the Boston Redevelopment Authority. HOPE will help the merchants in making sure that reasonable agreements are reached.

The options for the Corridor (except the no-build arterial options) call for redirecting New Dudley Street so it will connect with Tremont Street. Traffic volume estimates for three options (no build, arterial to Jackson Square, and arterial to Forest Hills) range from 13,000 to 15,000 in 1980 and 15,000 to 17,000 in the year 2000 as compared to 13,000 today. These estimates include the development of Campus High School and Roxbury Community College but they do not include potential traffic to be generated by the new Harvard Hospital complex at Brigham Circle and the Mission Park development. We are concerned that extra traffic volumes that may be generated by the Tremont-New Dudley streets connection will bring pressure to widen Tremont Street in Mission Hill. Property takings and household relocations in a substantially Hispanic neighborhood will not be tolerated. We stand ready to support these residents, Hispanos and non-Hispanos, in opposing the widening of Tremont Street in this location at any future date.

A major socioeconomic environmental impact of the proposed project will be its effect on the value of land and residential and other property along its route. Increased land values will in no doubt result in increases in the cost of housing along the corridor. This may result in the displacement of poor people as it happened in the West and South Ends and other redevelopment areas where private residential investment capital was attracted through public funding of an infrastructure. We believe that the massive public investment envisioned for the Southwest Corridor will also attract

private capital to this area. The best ways to protect local residents from displacements caused by higher housing costs is to both develop low and moderate income housing on some of the parcels -as planned in the Southwest Corridor Plan- and to provide increased purchasing power to these households through employment opportunities in the construction industry, the MBTA in general, as well as other employers. Providing construction jobs in the development of the Southwest Corridor is certainly a way to make it possible for some of the local residents to get good paying jobs that will allow them to meet the costs of housing in the future. Providing Orange Line maintenance jobs to community people may do the same while probably increasing the interest of the worker in the maintenance of a line that happens to be a fixture in his/her own neighborhood, and thus something worthwhile to preserve in good shape.

Therefore, we join the Community Task Force on Construction in its demands for a fair share of construction jobs and contract set-asides to the minorities and the poor along the corridor. In making this statement, we also want to make it clear that significant concentrations of opressed Spanish-speaking people reside in Lynn, Salem, Chelsea, Somerville, Cambridge, Framingham, Woburn, Peabody and Waltham and that we expect that any formulas to provide jobs for minorities will not result in denying job opportunities to these people in this or other MBTA projects.

Besides construction jobs, we are interested in further exploring the issue of the availability of permanent full time jobs for Hispanos at the MBTA and of general information to the segment of the Spanish-speaking population that does not speak English.

A look at the MBTA Employment Data Sheet as of December 31, 1975 shows 11 Spanish-surnamed employees in a total labor force of 6,498 full time employees. That represents one sixth of one per cent of the total number of employees when Hispanos make up at least two percent of the metropolitan population (60,000 to 80,000 out of 3,000,000) and five to ten per cent of the Boston population (35,000-55,000 out of 650,000).

At the same time, some efforts have been made to provide information in Spanish to the Spanish-speaking public. However, some of these efforts are blatantly deficient. On walking into Park Street Station you may find a sign in

Spanish that tells you that catalogues are available in the Spanish language. However, when you request your catalogue you first find that the attendant can hardly help you for he speaks no Spanish and that instead of a catalogue, all you get are the specific route schedules. What good is this service?

If the "Assurance of Compliance with Title VI of the Civil Rights Act of 1964" included right after Chairman Kiley's cover letter to the Capital Grant Application is to mean anything to us, then we expect the MBTA to move ahead with affirmative action guidelines for the Spanish-speaking both in terms of jobs as well as services in general. These affirmative action guidelines should reflect the fact that approximately 65% of Boston's Hispanic population is Puerto Rican. And they should also bear in mind that the above mentioned Civil Rights Assurance explicitly states "that where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith". We hope that the Urban Mass Transit Administration will be diligent in monitoring compliance of the MBTA with the Civil Rights Act of 1964.

Besides increased numbers of Spanish-speaking employees such as bus drivers who can answer questions in Spanish in routes and stations with a significant Hispanic ridership, we suggest that maps and public information be labeled in Spanish and English at stations where significant numbers of Hispanic persons will be expected to board the trains; presumably at stations such as Roxbury Crossing, Jackson Square, and Boylston and Green Streets.

In spite of the MBTA's extremely poor record with the Spanish-speaking, we must acknowledge your personal interest and concern with the problems of this minority group and the increased access you have provided or helped to provide through the hiring of people like Sebastian Jurado in the past and through seeking Hispanic participation in project-related committees as in the case of the Replacement Service Consultant Evaluation Committee and the Joint Regional Transportation Committee.

As a watchdog of interests of Hispanic groups and residents of the Commonwealth, the Hispanic Office of Planning and Evaluation intends to pursue negotiations that will lead or help to lead to agreements in relation to the issues mentioned in this letter. As long as the MBTA shows the willingness to negotiate positively that your personally have demonstrated in the past, we will wholeheartedly continue to support the

development of the Boston link of the most important transportation corridor of the Northeast, the Southwest Corridor.

Sincerely,

Miguel A. Torrado
Executive Director

MAT/zs

cc: Hon. Edward Kennedy
Hon. Edward Brooke
Hon. Joseph Moakley
His Excellency, Michael S. Dukakis
Hon. Bill Owens
Hon. William M. Bulger
Hon. Arthur J. Lewis, Jr.
Hon. Joseph B. Walsh
Hon. Joseph F. Timilty
Hon. Melvin H. King
Hon. Elaine Noble
Hon. Mary H. Goode
Hon. Doris Bunte
Hon. Kevin W. Fitzgerald
Hon. James J. Craven
Hon. John G. Kelleher
Hon. Richard F. Finnigan
Hon. Robert L. Fortes
Hon. Royal L. Bolling, Jr.
Hon. Kevin H. White
Mr. Robert E. Patricelli, UMTA
Ms. Sallyanne Payton, UMTA
Mr. Frederick P. Salvucci, EOTC
Ms. Kay Gibbs, EOTC
Mr. Robert R. Kiley, MBTA
Mr. John Carroll, DPW
Mr. Hugh M. Wade, MCAD
Ms. Frieda Garcia, HOPE
Ms. Angelita Garcia, IMAGE
Ms. Angeles Rodriguez, Alianza Hispana
Mr. Daniel Soltren, Inquilinos Boricuas en Accion
Fr. Wendell Verrill, Cardinal Cushing Center
Mr. Sixto Escobar, Programa Roberto Clemente (Waltham)
Mr. Carlos Arriaza, Centro Hispano de Framingham
Mr. Jose Vidal Mendez, Centro Cultural Hispano de Lynn
Mr. Israel Figueroa, Latin American Center (Chelsea)
Tremont Street Hispanic merchants

Ward 11 Civic Association

40 Iffley Road — Jamaica Plain, Massachusetts 02130

MICHAEL J. TUOHEY, PRESIDENT

July 14, 1976

r. Anthony Pangaro
00 Arborway
amaica Plain, Massachusetts

ear Mr. Pangaro:

The members of the Ward 11 Civic Club are concerned about the lans for the rebuilding of the Southwest Corridor and the outcome on the eople of Jamaica Plain. Our group, whose members have lived in Jamaica lain most, if not all of their lives, see that the only hope for the uture of our community is to revitalize and beautify the Southwest Corridor.

We must construct the new Orange Line and railroad facility long with a parkway, greenbelt, and bikepath. This will make homes and usinesses more attractive and our streets safer and quieter. M.B.T.A. ervice will be improved for the whole community.

In an area now so badly blighted, the tearing down of the ugly ailroad embankment and the completion of a new depressed train line would e a great boost to our area.

If it is the decision of the government to ignore the needs of maica Plain and allow it to be turned into an industrial alley, broken only by low income housing projects, we can foresee only the future cline of our community. We urge the right decision to be made, and once de, to ba acted upon QUICKLY.

MICHAEL J. TUOHEY
PRESIDENT

Michael J. Tuohey

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John C. Verret
26 Walpole Street
Sharon, Massachusetts 02067

Mass. Bay Transportation Authority
Construction Directorale
500 Arborway
Jamaica Plain, Mass. 02130

June 2, 1976

Dear Sir(s):

On Friday, May 28, I received a copy of your notice announcing the June 22, 1976 public hearing on the Capital Grant Application for Relocating the Orange Line and Improving Amtrak's Right of Way. This letter is in response to that notice.

I wish to protest the by-passing of Back Bay Station during the construction of the new line. I thought that we (the commuters who use Back Bay) had made it clear to you people last year that this would create an intolerable inconvenience for us.

Your proposal to run a shuttle train from South Station to Back Bay looks good on paper, however, your estimate of a 10 minute increase in travel time is ridiculous. It will take ten minutes just to debark from the inbound train and walk to a different platform to catch the shuttle. In the summertime, under ideal conditions, the increase would be more like 20-25 minutes. In the wintertime, you know darn well that the increase will be more like 35-45 minutes.

This weekend I talked with more than 30 commuters from Sharon and Foxboro about your proposal. We all feel that you are forcing us to either commute by car or move to an area which will provide reasonable commuter service. I for one don't have or want a second car, nor do I have the money to move. Your proposal is unfair to thousands of families who depend on the service in its present form.

We were told last Winter that we had won; that the idea of by-passing Back Bay station was abandoned. The alternatives had been to either by-pass Back Bay and complete the job in 4 years or continue service as is, reducing speeds on the line to 20 m.p.h. from Forrest Hills to Back Bay, and completing the job in 8 years. We opted for the second alternative then and we still want it that way.

In your notice you say that the work would begin in 2 years and be completed in another four years. When is the last time you or any government department ever completed any major project within original time or budget projections?

Once again, we are being misled and conned by an uncontrolable, unrestrained buracracy. We want our service to remain as is.

Very truly yours,

John C. Verret

cc: Senator Joseph Timilty
Representative Larry Buxbaum

MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY

500 Arborway, Boston, Mass. 02130

Mr. John C. Verret
26 Walpole Street
Sharon, Massachusetts 02067

June 18, 1976

Dear Mr. Verret:

Thank you for your letter of June 2, 1976 regarding the Southwest Corridor Public Hearing.

Please be advised that a thorough examination of alternatives to temporarily discontinuing rail service has been made. A summary of this analysis and of the inconvenience to rail passangers is attached.

Rail shuttle service is estimated to add no more than ten minutes to your travel time-- 5 minutes to walk to the proper platform plus 3 minutes moving on the rails.

I am quite concerned that you state that you were told that you had "won" and were mislead. Please note that the flyer stating that someone had"won" was apparently printed by a fellow commuter, but was unsigned. I am afraid that these anonymous leaflets are the source of misleading information.

At an important public meeting held in Sharon on January 22, 1976 people expressed their dislike of the option that would increase the length of construction time. I do not recall anyone who expressed the desire to do so or to restrict rail service to 20 m.p.h. speeds as you do in your letter.

We will record your disfavor about the project.

Sincerely,

Anthony Pangaro
Manager for the Southwest Corridor.

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Housing Inspection Department
City of Boston
Massachusetts

John A. Vitagliano
Commissioner

June 21, 1976

Mr. Anthony Pangaro
Southwest Corridor Project Manager
M. B. T. A.
500 Arborway
Boston, Massachusetts:

Dear Mr. Pangaro:

In lieu of a personal appearance at the June 22, 1976, public hearing regarding the Southwest Corridor Orange Line Project, I am submitting this letter as an indication of my enthusiastic support for this vital development. The completion of the Orange Line Project will have a positive impact in stabilizing the housing stock of many of Boston's residential neighborhoods in the Southeast Corridor area.

For example, the significantly improved transit access to downtown Boston will clearly be an asset to the Southwest Corridor neighborhoods that historically have suffered from marginal services. I am sure that this improved transit will be a major factor in helping many families in the Southwest Corridor to decide in favor of remaining in the City rather than opting for a move to the suburbs.

Another benefit to Boston's housing stock from the Orange Line will be the removal of the old elevated line down Washington Street. This unsightly structure has had a blighting influence on many neighborhoods for far too long, and only its complete removal will give us the opportunity to begin rebuilding these areas. I dont believe it is only a coincidence that the historic delineation of the Boston Model Cities area is nearly bisected by the old elevated structure.

I realize that there are some design alternatives remaining, including the depth of the cut for the new rail lines, and I trust that the final decisions will only be made after consultation with all of the affected interest groups. However, I am confident that the completion of the Orange Line Project will have a significant positive effect on many of Boston's residential neighborhoods and I hope that it will be approved immediately.

Thank you,

John A. Vitagliano
Commissioner
d

John T. Walsh
44 Martin St
W. Roxbury, MA

It is my view that, if the orange line is relocated to the railroad bed in Southwest corridor, it should be placed on the existing railbed without depressing the tracks. I think that a depressed rail line would be a noisy, echo chamber. Furthermore, there is the distressing thought that objects might be thrown down onto the trains from high spots. There is a reasonable possibility of such vandalism at certain points along the proposed transit line. Past incidents demonstrate that serious damage, especially to passengers, has been done to Budd Liners when boulders have been thrown down from higher elevations. Also, it would seem that in many instances the existing elevation of the tracks would help in survaillence of the roadway and in deterring vandals who would prefer not to be seen or photographed in any possible misdeed.

Mattie Watts

I am a member of St. John M.B. Church, 135 Vernon St. I am unable to attend the Meeting.

I am agreeable with whatever is done for the citizens of this city.

Karen Wepsic
84 Prince St
Jamaica Plain, MA 02130

My child is enrolled in the Neighborhood House Summer Camp Program on Amory St, Jamaica Plain. I noticed that there is an apparently thriving electrical business (Brown & Co. electrical contractors) right across the street and abutting the R.R. tracks. After I attended one of the meetings sponsored by the State at the Agassiz school, I spontaneously popped in at Brown's to ask them if they knew what was coming. This was apparently the first they had heard of it. After wading through the volumes at the local library (Sedgewick St.) I came upon the statement in the State's grant application to the Federal Government that they specifically did not notify those businesses and residences which would be taken of any public meetings. I can't believe that everyone is expected to read the legal pages every day of the newspapers. Figuring 4¢ for a Xerox copy of the notice, 2¢ for an envelope, 13¢ for a stamp, say 20¢ per mailing for maybe 50-100 addresses plus $30 for a secretary to do the addressing and stuffing one get maximum $50 to do this. This is miniscule to what it must have cost to do the environmental impact statement plus the grant application.

In addition, the philosophy of not telling anyone anything is alien to a democracy especially a citizen participatory democracy.

My name is Mary Wheeler. I live at 21 South St. in a 76 unit building which directly abuts the southwest corridor and I am opposed to the construction of the proposed arterial street through Jamaica Plain. I feel it would become a barrier seperating about one third of the community from business and recreation areas and from the rest of the community. This has an especially negative effect in Jamaica Plain, which has been known and cited as an area of ethnic diversity, in that the segment of the community to the west of the corridor is largely black and Hispanic and the road would serve to isolate these areas and encourage neighborhood segregation. In addition these areas will already be facing transportation problems with the realignment of the orange line which will discontinue through service to the Dudley and Egleston Square areas. The proposed road would also serve as an obatacle to cross town traffic necessitating stop lights at many intersections and adding increased travel time, noise and air pollution from stopping, going and idling and congestion from backed up cars waiting at these intersections. No study was done on the impact of these 8 intersections although it has been estimated that traffic on Green, Boylston and Center St. Near Hyde Square will increase by a total of 4,000 cars!

Another reason why I am opposed to the construction of this road is that the city of Boston is planning to build a new high school on the Boston Gas site on McBride St., a parcel which directly abuts the southwest corridor. I think the road would be a safety hazard to students traveling to and from school, and the noise and air pollution from a street carrying 36,000 cars a day could not be conducive to study. The Environmental Impact Analysis has not dealt with these and other problems. It was incomplete in many areas

and lacking the kind of information that abutters and community residents most wanted. For example there was no study done on trucks using the arterial and since there is no direct route through southern Boston at this time, this arterial would be ideal for truckers and would probably become a major truck route. Truck drivers in Jamaica Plain have stated this, and other truckers they have spoken to say they would definetly use this street if it were constructed.

The last reason I am opposed to this road is that if the road must continue out of Jackson Square there already exists an alternative route for it to take. That is up Columbus Ave. to Seaver St. to Blue Hill Ave. All of these streets are already of arterial size and funds would be much better spent on rehabilitating these roads and hopefully bringing increased trade to business in the area. In addition the use of this route for the arterial has been approved by Roxbury Community leaders.

Finally I do support the construction of a new orange line but only under the condition that it be fully depressed. Isupport the idea of mass transit but why build a fast and hopefully convenient new transit line and then foolishly offer commuters a new road to drive right next to it.

JA 2-3536 LO 6-4397

A. WILSON, Inc.
364 AMORY STREET JAMAICA PLAIN, MASS.
Industrial and Foundry Scrap
—— Heavy Duty Dismantling of ——
ELECTRIC MOTORS - BOILERS - TANKS - MACHINERY

July 26, 1976

Mr. Anthony Pangaro
Southwest Project Manager - MBTA
500 Arborway
Jamaica Plain, Massachusetts 02130

Dear Mr. Pangaro:

A. Wilson, Inc., 66 Cornwall St., 364 Amory St., 350-352 Amory St., Jamaica Plain, Mass. is the location and further additional location of our scrap operation. We have been located at most of this area for many, many years.

Through the years our business has expanded very considerably and every bit of land and building areas are essential to the successful continuance of our operation.

In fact, we have been negotiating to purchase further properties in the area (not necessarily for scrap yard purposes); to improve their condition and appearance, and further our income potential.

I am in favor of the Relocated Orange Line and Jamaica Plain Arterial Street: I believe it will improve appearances along its route. I don't believe it will hinder business in the area (ironically, it will probably improve it by being safer and more pleasant than the old "El" and embankment structures), and generally stop much, if not all, of the damage done by people throwing rocks, etc. along the route. Furthermore, I feel that the road would alleviate some traffic problems which have constantly plagued the area.

It is my understanding that in order to accomplish the Relocation and Arterial Street a portion of my property will be taken. It would curtail my operation to a tremendous degree - so much so that it would force us to find an alternate location. We have been busy trying to add to our land and building area - now suddenly, we would have to reverse this whole process. This would not only stifle our continued growth but knock what we have accomplished all to pieces. If part of our yard or building is taken, I would be forced to relocate our entire operation because any part of the whole would render the whole obsolete. Machinery essential to our operation would no longer function safely.

I would further like to note that we have been happy located where we are, not asking for an excuse to get out, and would remain in the area if left entirely untouched.

Sincerely,

Ronald Wilson

Ronald Wilson
Vice President

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49 Burroughs St
J.P. Ma. 02130

July 15, 1976

Anthony Pangaro
Southwest Corridor Coordinator
500 Arborway
Jamaica Plain Ma. 02130

Dear Mr Pangaro;

Please let it go on Record and file this letter — that we Support the extension of the Neighborhood Service Road to Forest Hills And the construction of a fully depressed Transit system to Replace the present embankment and Elevated Lines.

We own the Above (upper Right) house And are concerned tax payers.

Sincerely,

Robert J White

Richard T Rivers

Susan Winbourne
22 Clive St
Jamaica Plain, Ma

The main reason I have for opposing this arterial is I do not want to see the Jamaica Plain community segregated. In the face of the movement to segregate the communities of Boston, it is important to oppose this movement whenever it crops up.

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EXECUTIVE COMMITTEE

July 15, 1976

Secretary of Transportation
Frederick Salvucci
100 Cambridge Street
Boston, Mass.

Dear Sir:

The Jamaica Pond Association is an incorporated neighborhood association organized to represent the interests of the Jamaica Pond neighborhood area.

We are totally self-sufficient and we operate on funds contributed only by our membership. We seek no help from advocacy groups nor are we funded by government agencies or private foundations.

In our articles of incorporation the Jamaica Pond neighborhood area is defined as bounded by Jamaica Pond and Centre Street and by the Arborway and Castleton Street.

Naturally our membership is deeply concerned about the impact of automobile traffic along our streets generated by the proposed SouthWest Corridor project.

At present the Jamaicaway and Centre Street are heavily traveled by cars and trucks moving through Jamaica Plain. Therefore we support the proposed Orange Line Transit system. We strongly urge that the fully depressed method be followed regardless of cost.

Since the proposed arterial roadway from the South End will be ending at Jackson Square we strongly urge that it will be continued to Forest Hills so that auto traffic coming off the arterial road would not be forced to travel along Centre Street and through our side streets on to the Jamaicaway.

We believe that realistically we can not stop commuting drivers from passing through Jamaica Plain.

The proposed Neighborhood Service Road would keep them off streets like Amory, Lamartine, Washington, as well as Centre and the Jamaicaway.

In summation we feel that the long run benefits to the entire Jamaica Plain community resulting from a fully depressed roadway and transit system will fully justify the additional costs.

For the Board of Directors

PETITION

The signatures of the following are those who live in the Jamaica Plain South Area. The folks I have talked with are in favor of a depressed rail system and one with quality landscaping which sould consist of evergreen trees and planters of concrete design so that every year flowers can be maintained in a systematic fashion of landscaping. We are also in favor of a road system adjacent to the depressed rail system, and any arterial system which of course would enhance the neighborhood it serves with proper landscaping.

There were 8 signatures of Jamaica Plain residents affixed to this petition.

PETITION

The Central Improvement Association, Inc. conducted a poll of people in the area that will be affected by the proposed arterial street. Our findings were that the majority of the people polled were in favor of such a street.

There were 37 signatures of Jamaica Plain residents affixed to this petition.

PETITION

We, the undersigned, support a semi-depressed arterial street on the Southwest Corridor land in Jamaica Plain along the new rapid transit line. First choice is I-95.

There were 54 signatures of Jamaica Plain residents affixed to this petition.

PETITION

TO: Hearing Officer M.B.T.A. and Public Works Department - Commonwealth of Massachusetts

July 15, 1976

State Library, South Street, Jamaica Plain, Massachusetts

We, the undersigned residents of the Jamaica Plain area, want the new four lane Parkway street built in Jamaica Plain - to take cars, trucks and buses off Washington Street, Amory Street, Lamartine Street, Forest Hills Street, Centre Street, South Street and the Jamaicaway, thereby reducing the safety hazards to our families and children, along with congestion and noise.

There were 50 signatures of Jamaica Plain and Roxbury residents affixed to this petition.

Stone & Webster Engineering Corporation
245 Summer St
Boston, MA

COMMUTER PETITION

The undersigned strongly oppose the disruption of commuter rail service as proposed by the MBTA, including

-- termination of the Needham Branch

-- closing of Back Bay Station

-- the expenditure of over $16 million dollars in taxpayers' funds to refurbish the Midland Freight Line and rerouting of trains between Readville and South Station

-- substantial increase in motor vehicle traffic and air pollution in the downtown Boston area

There were approximately 465 signatures of Stone & Webster employees affixed to this petition.

PETITION

Honorable Micahel S. Dukakis
Governor of the Commonwealth of Massachusetts
State House, Boston, Massachusetts

Dear Sir:

WE WISH TO KEEP ALL OF THE TRAIN SERVICE WE NOW HAVE. WE REGISTER HERE OUR OPPOSITION TO ANY PLAN WHICH WILL DEPRIVE US, TEMPORARILY OR PERMANENTLY, OF TRAIN SERVICE AS IT NOW EXISTS IN THE SOUTHWEST CORRIDOR.

There were 2400 signatures which have been submitted as rail line commuters affixed to this petition.

PETITION

-- New Tracks in the Southwest Corridor (removal of the elevated structure)

-- New modern stations from Forest Hills to downtown tunnel (Essex, Washington, State and Haymarket already under remodeling)

-- New stations at Back Bay and South Cove (N.E. Medical Center)

-- Shorter riding time - with no more delays - new climate controlled cars

MBTA COMMITMENT FOR NEW TRACKING - NEW STATIONS FOR EITHER ORANGE LINE EXTENSION OR COMMUTER RAIL TO ROUTE 128

The MBTA has proposed to replace the Orange Line:

Their proposal is supported by:

West Roxbury Local Advisory Council
Roslindale Association for Community Development
Roslindale Improvement Association

This petition contained signatures of approximately 800 rapid transit riders.

Neighborhood Coalition of Jamaica Plain

PETITION

WE, the undersigned, OPPOSE THE PROPOSED ARTERIAL STREET IN JAMAICA PLAIN that would run from Forest Hills to Jackson Sq. carrying 32,000 cars, trucks and buses daily, BECAUSE:

* it will encourage more suburban traffic through Jamaica Plain and will increase the amount of traffic on several residential streets, AND

* it will isolate one third of Jamaica Plain's population from the rest of the community, AND

* it will increase noise and air pollution.

FURTHERMORE--

* it is illogical to divert riders from the new transit system by putting a road right next to it.

WE also wish to register OUR SUPPORT FOR THE DEPRESSION OF THE NEW ORANGE LINE AND RAIL RIGHT OF WAY, including REMOVAL OF THE EMBANKMENT, MAXIMUM SAFETY FOR THE COMMUNITY AND MINIMIZATION OF BARRIER EFFECTS.

There were approximately 1500 names affixed to this petition, all residents of either Jamaica Plain, Roxbury or Hyde Park.